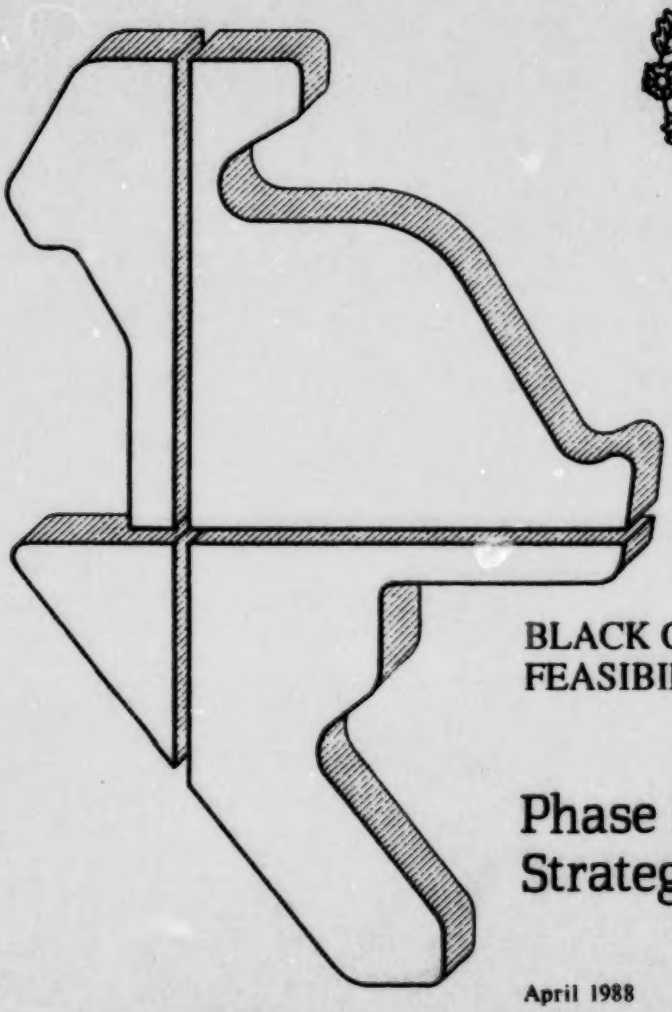
City of York



BLACK CREEK CORRIDOR: FEASIBILITY STUDY

Phase II Report: Strategic Options

April 1988

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in association with
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Geo Canada Ltd.
B-A Consulting Group Ltd.

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EXECUTIVE SUMMARY

This document reports on the results of Phase II of the development and market feasibility study for the Black Creek Corridor in the City of York. This consulting study was commissioned by the City in 1987 to redress the inadequacies of York's existing planning framework, relative to the achievement of a "principal focus" at this locale, which is a key Metropolitan Toronto planning initiative.

The second phase of the study program was concerned with consideration of strategic options for the Corridor. More specifically, a series of four distinct development concepts has been prepared and analyzed as to their essential characteristics, strengths and weaknesses. In addition, an important element of this phase has entailed the "testing" of these alternatives with respect to their transportation implications -- namely, the range of transportation improvements consistent with the assumed land uses and densities in each case.

Since the completion of our Phase I work (background research and analysis), some additional background information of particular relevance to the study has come to light:

- potential constraints have been identified regarding trunk sanitary servicing capacity available to accommodate significant amounts of new development in the Corridor; an engineering study is currently nearing completion on behalf of Metro Works Department, which will document the problem and subsequently lead to consideration of potential trunk improvements;

- a significant property investment has been made in the area by a major, multi-national development interest, apparently as the first step in a multi-phase development program, thereby underscoring the increasing market appeal of the Corridor; and,

- further soils analyses in Coronation Park have clarified the degree of chemical contamination present, relative to surface conditions from a public health perspective; the results indicate no public health concerns because surface contamination levels are within current Ministry of the Environment guidelines for continued parkland use, and by implication, for other land uses as well

Our consideration of development options for the Corridor has necessitated that certain key questions of planning philosophy be addressed:

- what is an appropriate "vision" for the area?

- what optimum combination of uses will best achieve the desired "synergy" in the Corridor?

- regarding **time-frame**, what options appear feasible within both our chosen 15-20 year planning horizon (interim), and in the longer term (ultimate)?

- what clear **choices** flow from all of the foregoing considerations?

A list of key **planning considerations** was derived, to assist in evaluating the identified development options for the Corridor:

- market dynamic
- public focus
- vitality
- amenity
- physical constraints
- redevlopment prospects
- densities
- cohesion/unity
- transportation implications

Four distinct **development scenarios** were prepared and examined, relative to both an "interim" and "ultimate" time-frame. For the purposes of this analysis, the Corridor was broken down into four "potential development sectors", each consisting of logical groups of parcels sharing certain locational characteristics or development potential (see Figure A). Where appropriate to distinguish among particular development parcels, these areas were further divided into sub-sectors which correspond to the "reference areas" initially identified in the Phase I report.

A brief description of the four scenarios follows below. Discussion of their strengths and weaknesses, with particular reference to the above-noted planning considerations, is found in Section 4 of the report.

- **Scenario 1 - Office/Retail Focus** (Figure B)

  This scenario focusses heavily on office development and ancillary retail uses on all the key Corridor sites, with virtually no additional residential development. In addition, the potential role of Coronation Park as a civic focus is enhanced through development of a modest "festival centre" (specialized retail/service commercial area) targetted to the ethnic character of the City. Summary data are as follows:

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	[existing 780 units]	211,900	9,050	--	[existing]
Ultimate	[existing 780 units]	414,400	12,230	--	[existing]

- **Scenario 2 - Mixed-Use Emphasis** (Figure C)

This option emphasizes an integrated mix of land uses across all the key sites in the Corridor, with highest densities on the parcels at Black Creek Drive and Eglinton Avenue. Primary uses are residential and office, with a retail component which fulfills an ancillary role only. Summary data are as follows:

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	2,810	160,300	2,350	250	[existing 15,900]
Ultimate	4,155	308,300	4,800	250	[existing 15,900]

- **Scenario 3 - Residential/Open Space Theme** (Figure D)

This alternative concept entails a primary emphasis on high density residential development, and an enhancement of existing open space functions in the Corridor. A moderate amount of office development is proposed for the key sites at Black Creek Drive and Eglinton Avenue, and a very nominal provision for ancillary retail space has been made at the same location. Summary data are as follows:

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	3,440	47,000	940	--	[existing 22,300]
Ultimate	4,300	47,000	940	--	[existing 22,300]

- **Scenario 4 - Combined Mixed-Use & Festival Centre)** (Figure E)

This final option is not so much a "generic" choice, but rather a hybrid of some of the elements from the other scenarios. It clearly reflects the mixed-use theme of Scenario 2, but also includes a significant retail component, by way of a much larger "festival centre" than proposed in Scenario 1. Summary data are as follows:

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	3,070	157,100	16,000	250	--
Ultimate	4,525	287,500	18,100	250	--

A critical element in the consideration of these alternative development concepts was their respective **transportation implications** -- identification of practical improvements to the existing transportation network which are consistent with the levels of development forecast under each scenario, at both "interim" and "ultimate" levels. In each case, an evaluation of trip generation, directional orientation and trip assignments to the key transportation "links" in the area was carried out. Following from the Phase I transportation work, a broad range of potential representative measures to improve the existing transportation network was identified; these range from minor items (eg. operational changes, additional turn lanes at intersections) to major undertakings (eg. grade-separation of Black Creek Drive/Lawrence Avenue intersection and related widening of Black Creek Drive, Eglinton Rapid Transit).

Key transportation findings in relation to the various scenarios were as follows:

- Scenario 3 (Residential/Open Space) generates significantly fewer peak-hour vehicle trips than the other three options, and can be accommodated without any major transportation infrastructure improvements.

- At the "interim" levels of development discussed herein, any of Scenarios 1 (Office/Retail), 3 (Mixed-Use) or 4 (Combined) can be supported by introduction of one major road widening (Black Creek Drive); also recommended would be the potential new GO rail station at Eglinton. No significant travel demand differences can be foreseen among these three options.

- Development to the "ultimate" threshold for each of Scenarios 1, 2 or 4 would logically be consistent with implementation of the Eglinton Rapid Transit line, selected improvements to Black Creek Drive north of the study area, and at least a partial "ring-road" collector around the Eglinton Avenue/Black Creek Drive intersection.

Section 5 and Appendix A of the report outline these transportation analyses and results in full technical detail.

The **final phase** of the study will focus on **selection and refinement of a recommended strategy** for Black Creek Corridor. Important to that process will be input from City staff, the "working groups" (both public agencies and private development interests) and the general public. The resultant study recommendations will include:

- a preferred development concept (reflecting density, land use and detailed transportation aspects)
- an appropriate Official Plan policy framework (embodying City objectives and implementation measures which incorporate flexibility for market shifts)
- suitable zoning provisions
- strategy considerations, to assist the City in "promoting" the recommended concept

1. INTRODUCTION

In 1987, the City of York commissioned a multi-disciplinary consulting study of a strategic area known as the Black Creek Corridor -- an irregularly-shaped area centred on the intersection of Black Creek Drive and Eglinton Avenue, and containing substantial acreage of vacant and/or underutilized lands. The purpose of this study is to redress the inadequacies of the City's existing planning framework , relative to the achievement of a "principal focus" for York at this locale. In the context of the regional urban structure defined in the Metropolitan Toronto Official Plan, a key Metro planning initiative is the encouragement of this principal focus.

The study entails a three-phase program, concerned with background research/analysis, consideration of strategic options, and selection/refinement of a recommended strategy. Our Phase I report (September 1987) outlined the results of the four inter-related consulting analyses on which the study is focussed -- market, geotechnical, planning and transportation. The purpose of this report is to describe the rationale and relative merits of several alternative development scenarios for the Black Creek Corridor.

This report is structured as follows:

- Section 2 discusses additional background information of significance which has come to light since the completion of our Phase I report.

- Section 3 is addressed to key issues and considerations, including both broad matters of planning philosophy and important planning factors to bear on any potential development strategy for the area.

- Section 4 comprises a detailed description of the four distinct "development scenarios" we have prepared to illustrate the range of strategic choices available for the Corridor. Also included is a discussion of "interim" and "ultimate" time-frames, plus an assessment of the strengths and weaknesses of each scenario, accompanied by appropriate summary data in each case.

- Section 5 contains an overview of the transportation component of the work, which essentially involves "testing" of the various development options relative to their implications for the existing and potential future transportation network serving the area.

- Section 6 outlines some key considerations for the last phase of the study, with particular emphasis on input from agencies, development interests, and the general public relative to the selection and refinement of a recommended strategy.

- Several appendices are attached, including the full Phase II transportation report, the complete tables for each development scenario (showing land use and density assumptions by sector), estimates of population and employment in each case, and some brief discussion of the nature of "festival centres".

2. ADDITIONAL BACKGROUND INFORMATION

Since the completion of Phase I of our study program, some additional background information of relevance to the project has come to the fore. In particular, there are three aspects which should be acknowledged in the context of this report.

Firstly, on the issue of **servicing constraints**, we have been made aware of some potential concerns regarding existing Metro sanitary trunk capacity serving the Corridor. Based on the servicing information we had obtained at that time, the Phase I report had conveyed our understanding that "....the existing infrastructure of hard services does not appear to represent any significant constraint to redevelopment in the Corridor", subject to localized upgrading of the system.

However, more recently we have been advised that the Metro Works Department has a consulting study nearing completion on the Humber Sanitary Trunk System and Treatment Plant; included in this study is consideration of capacity in the Black Creek Sanitary Trunk to accommodate planned development and "wet weather flow" (ie. including combined sewer overflow). Apparently there are some existing surcharging problems in that trunk in wet weather; Metro Works staff have also indicated that potential sanitary flows generated by development on the order-of-magnitude discussed in the Phase I report will exceed the capacity allocated for the subject area, in the design of the Black Creek Sanitary Trunk.

When the above-noted study has been completed, potential improvements to both local and trunk sanitary system will be considered. Until then, the proportions of any sanitary trunk capacity constraints on Corridor development potential will remain uncertain, and may exert at least a short-term influence on the magnitude and timing of development in the area. In addition, as noted above, allocation of any additional capacity to the subject area will presumably also have to be addressed.

The second aspect of "new" information since Phase I relates to a **specific property investment** in the area by a **major multi-national development interest**. Their purchase of a key site in the Corridor is apparently the first step in an emerging, multi-phase, mixed-use development program. This investment would seem to underscore the increasing market recognition of significant locational appeal for development opportunities in the Black Creek Corridor.

Thirdly, our uncertainty at the end of Phase I about the **degree of soil contamination in Coronation Park** has been answered by the results of some additional soils analyses. The initial subsurface sampling and testing in the Coronation Park area had indicated the presence of relatively high levels of certain chemicals at a nominal depth of 0.8 m (2.5 ft.); these conditions apparently reflect the use of the area many years ago as a landfill site. These sub-surface findings conveyed fairly clear implications about constraints on development potential in this location, as outlined in our Phase I report relative to Coronation Park (Area "A1").

However, these findings also suggested there may be sufficient chemical contamination at or near the ground surface in the park to warrant concerns about public health, even for just continued park/recreation usage, let alone for any other land use and/or development which might be proposed for this important site in the Corridor. As a result, a comprehensive program of sampling and analyzing the surface soils throughout Coronation Park was undertaken by Geo-Canada Ltd., by way of a supplementary study jointly directed by the City and the Ministries of Health, Labour and Environment.

This further study indicated that surface soil conditions are **not** a public health concern, because the levels of chemical contamination at the surface are within current MOE guidelines for continued parkland use; park use imposes the most stringent guidelines in this regard, so by implication, other land uses would also be permitted relative to existing soil conditions at the surface. However, the sub-surface development constraints we reported in Phase I for Coronation Park (Area "A1") would of course still apply.

3. KEY ISSUES & CONSIDERATIONS

In the process of identifying and considering alternative development scenarios for the Corridor, there are several important questions of planning "philosophy" which must be addressed. These broad matters of philosophy revolve around the following issues:

- o Vision — In an overall sense, what is seen as an appropriate "vision" for the area, in planning, market and transportation terms, in order to achieve the desired vibrant, multi-dimensional civic/corporate centre?

- o Synergy — Recognizing the desirability of promoting "synergy" among the potential development components in the Corridor, what will be the optimum combination of uses to achieve that objective, and in the process, help to create a distinct identity for this urban focus?

- o Time-frame — Within the 15-20 year time-frame adopted in our Phase I analyses, what sort of "generic" land use options would reflect an appropriate degree of feasibility and choice? Looking beyond that identified planning horizon, (which we have called "interim"), what "ultimate" complexion might be foreseen for those generic options, relative to development magnitude and corresponding transportation improvements?

- o Choices — Following from all of the issues above, what mixture of land use/policy and transportation elements will best achieve the desired "vision"?

We felt it was most appropriate to come to grips with these key issues through preparation and evaluation of distinct development scenarios for the Corridor. A description and analysis of our alternative scenarios is found in Section 3 of this report. However, before delving into that central aspect of this phase, it is appropriate to identify the planning considerations felt to be relevant to an assessment of these identified options. It will be noted that many of these are inter-related, but nonetheless worth stating as discreet items:

- o market dynamic
  - responsive to identified potentials?
  - feasible yet distinctive?
  - relationship to development interest/ proposals?

- o public focus - provision of identifiable "focal point" for municipal functions and public activities?
- o vitality - multi-functional and vibrant?
  - appropriate mixture of uses?
- o amenity of setting - capitalize on valley opportunity?
- o physical constraints - responsive to identified geo-technical problems?
  - noise sensitivity?
- o redevelopment - number of affected sites?
  - assembly requirements?
  - environmental or legal impediments?
- o densities - consistent with role/vision?
  - supportive of redevelopment (as required)?
  - appropriate distribution?
- o cohesion/unity - compatibility of uses?
  - pedestrian orientation and scale?
  - image?
- o transportation - feasibility/timing of identified improvements?
  - relationship to land use choices and density assumptions?

4. DEVELOPMENT SCENARIOS

For the purposes of illustrating and examining several clear choices available for the Corridor, in terms of what "development concepts" might be pursued, we have defined four distinct development scenarios. In addition to the different land use and development focus inherent in each one, we have also addressed the issue of time-frame by providing both an "interim" and an "ultimate" perspective in each case:

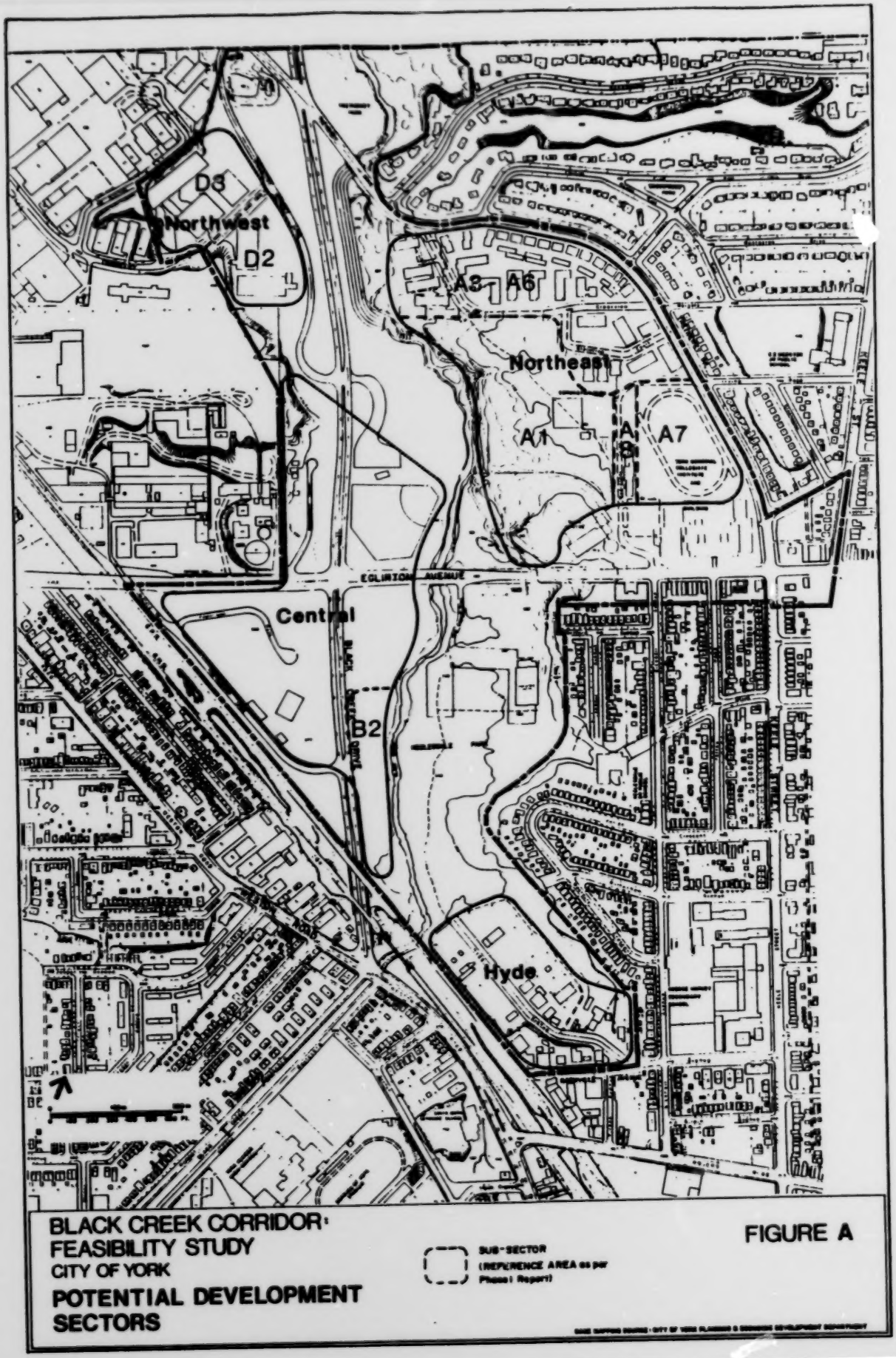
- **Interim** This time-frame, as noted previously, is intended to reflect the 15-20 year planning horizon chosen for the purposes of our Phase I analyses, especially in relation to market potential. A time-frame of this nature is consistent with normal planning practice, and provides sufficient time for market "momentum" to develop and an image for the area to begin to emerge. It does not deny more immediate development potential in the Corridor, which certainly exists, but rather, is an appropriate threshold or "snapshot" of future development potential, for the reasons noted above.

- **Ultimate** While the "ultimate" character of the area under any of the selected scenarios is much more difficult to foresee, we felt it would, nevertheless, be instructive to "speculate" on what the longer-term nature of the Corridor might reflect under each scenario.

The respective scenarios are illustrated on the enclosed maps (Figures B to E), which depict in a generalized fashion the mixture of land uses inherent in each one. The initial map (Figure A) identifies the "potential development sectors" in the Corridor where development (or redevelopment) may be foreseen. These sectors represent logical groups of potential development parcels which share certain locational characteristics or development potential. As such, they provide an appropriate framework for description and consideration of the scenarios. The four sectors illustrated on Figure A are as follows:

- **Central** This sector is focussed on the Eglinton Ave./Black Creek Dr. intersection. All of the land is either vacant or under-utilized, and comprises the key sites having optimal development potential on all four corners of that intersection.

- **Northeast** This potential development area comprises Coronation Park, the adjacent police station (soon to be abandoned) and track/playfield of York Memorial Collegiate, and the large concentration of low-rise apartments and plexes



BLACK CREEK CORRIDOR:
FEASIBILITY STUDY
CITY OF YORK

POTENTIAL DEVELOPMENT SECTORS

SUB-SECTOR
(REFERENCE AREA as per Phase I Report)

FIGURE A

adjacent to Trethewey Dr. Again, much of the land is vacant and could contribute significantly to the desired civic/corporate centre.

- Northwest — This area includes the existing light industrial properties in the vicinity of Industry St. and the "Industry Street Link". Any land use change here would be dependent upon redevelopment; although a number of buildings are involved, some assembly has evidently already occurred.

- Hyde — Both the existing land use character and its' location at the southern extremity of the identified Corridor area tend to isolate this sector from the rest of the sectors described above. This locale is an older, lower-order industrial area, with numerous small properties and generally poor performance standards. Any land use change will require significant assembly/redevelopment efforts.

It should be noted that we have, in some cases, identified "sub-sectors" (eg. "A1") as appropriate to the circumstances, to distinguish among particular development parcels within a particular sector. For the sake of consistency, these sub-sectors correspond to the site "reference areas" initially identified in our Phase I report, on Figure C of that document, which is reproduced in Appendix D to this report.

The description of each scenario below is accompanied by a set of summary statistics, to indicate in a total sense (ie. for all the Corridor sites where development/redevelopment is foreseen) the mix of land use components included and corresponding development quantities assumed in each case, for the two identified time-frames. Appendix B to this report contains a full chart for each of the four scenarios, again at each of the two identified time-frames. These 8 charts provide a breakdown by sector (and sub-sector, where appropriate) showing assumed densities and land use(s) for each scenario. The total quantities of development projected in each case should be treated as a <u>preliminary</u> expression of the respective land use concepts. Rather than represent an <u>absolute</u> statement of development intensity, the data are intended to provide a <u>relative</u> "order-of-magnitude" comparison between the concepts, and thereby facilitate an evaluation of their strengths and weaknesses.

Following the respective scenario descriptions in each sub-section below is a consideration of their relative strengths and weaknesses, with particular reference to the planning considerations outlined in Section 3. One key exception is transportation, which is discussed in a summary fashion separately in Section 5 and in greater detail in the full transportation report attached as Appendix A.

4.1 Scenario 1 - Office/Retail Focus

This scenario focuses on a land use character which is heavily weighted toward office development (with ancillary retail) on all the key sites in the Corridor, with virtually no additional residential development. The other key characteristic of this option is the development of a modest "festival centre" on the existing Coronation Park both as a civic focus (a "people place") and as a related objective, to introduce some retail and related commercial activities which are targetted to the ethnic character of the City. (see footnote below)[1]

More specific aspects related to particular sectors and/or sites are as follows:

- enhancement of civic role of Coronation Park, through special "festival centre" (5,600 m² specialized retail/service) commercial plus civic open space, combined with "low density" office space

- redevelopment of old police station and York Memorial Collegiate track/playfield together, for pure office purposes (in tandem with school functions) at modest densities, to reflect constraint of replacing school facilities, and proximity to adjacent low density residential uses

- development of key blocks at Black Creek Dr./Eglinton Ave. (in "Central" Sector) at highest density for office purposes, including ancillary retail (assumed at 2% of total office space)

- redevelopment of existing light industrial in "Northwest" Sector to modest density office purposes, including 2% ancillary retail

- total displacement of existing recreational facilities in "Central Sector"

- partial displacement of existing Coronation Park open space/park functions and facilities

- industrial function of "Hyde" Sector to be sustained, subject to encouragement of upgrading property standards and new development for industrial purposes

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[1]The concept of a "festival centre" was first suggested in our Phase I report, as a means of providing an innovative civic focus to the overall municipal/corporate centre desired for the Black Creek Corridor. The essential characteristics of this emerging new type of retail and service commercial area are described in Appendix E to this report.

o Summary Data - Scenario 1

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	[existing 780 units]	211,900	9,050	--	[existing]
Ultimate	[existing 780 units]	414,400	12,230	--	[existing]

Strengths

- makes more effective use of large acreage available in key site of Coronation Park, while preserving sufficient area for civic open space ("town square")
- creation of modest festival centre helps engender special identity for area, provide "public focus" and animate area to moderate degree
- retail functions either ancillary to office or of specialized nature in festival centre - directed at demographic characteristics of City of York, within minimal impact on existing conventional retail centres
- displacement of existing recreational facilities in Central Sector with higher-order commercial functions appropriate to key Black Creek Dr./Eglinton Ave. intersection
- development emphasis on sites with maximum opportunity for orientation to views/amenity of valley
- not premised on redevelopment of difficult areas (ie. Nashville/Hyde and Clearview/Greentree) where onerous assembly requirements and/or environmental-legislative problems involved
- redevelopment of substantial area currently occupied by old police station and York Memorial track/playfield in a manner consistent with civic centre objectives
- existing stock of modest rental housing in Northeast sector proposed to be maintained

Weaknesses

- no significant new residential development proposed, and lacks hotel; thus, no meaningful degree of mixed-use or multi-functional role.

- even "interim" stage exceeds office potential of overall Corridor identified in Phase I market work

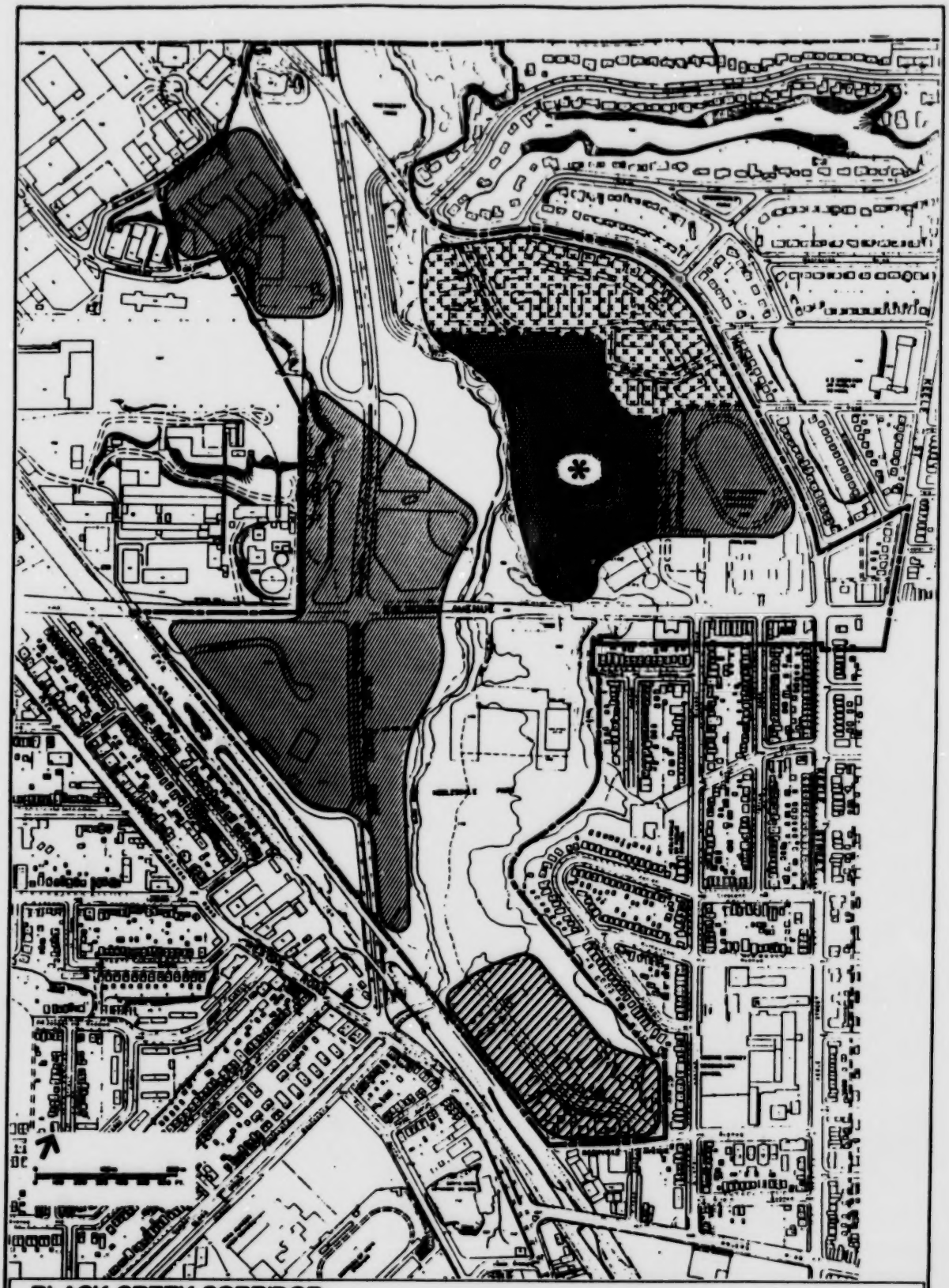
- significant development proposed where sub-surface constraints (fill, contamination, methane gas) are generally greatest

- alternate location for dislocated recreational facilities in Central Sector as yet undetermined

- no longer-term change proposed for existing Nashville/Hyde industrial area

- very difficult to facilitate redevelopment of York Memorial track/playfield for even modest office use and still accommodate/replace those school facilities in that vicinity

- because of the focus on office use, likely to be more "risky" in market terms, and take longer to develop momentum



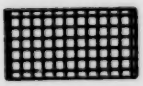
BLACK CREEK CORRIDOR
FEASIBILITY STUDY
CITY OF YORK

DEVELOPMENT CONCEPT 1:
OFFICE/RETAIL

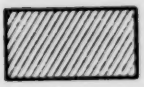
SUB-SECTOR
(REFERENCE AREA as per Phase I Report)

FIGURE B

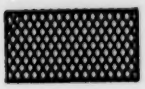
DEVELOPMENT SCENARIOS
LAND USE CODE



OFFICE



PREDOMINANTLY OFFICE (WITH ANCILLARY RETAIL)

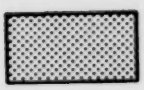


MIXED OFFICE & RETAIL

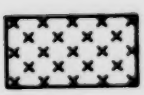
(INCORPORATES CIVIC OPEN SPACE)

MIXED OFFICE/RETAIL/RESIDENTIAL

INDUSTRIAL



NEW RESIDENTIAL



EXISTING RESIDENTIAL

MIXED RESIDENTIAL/OFFICE

MIXED RESIDENTIAL/OFFICE (WITH ANCILLARY RETAIL)

PUBLIC PARK / OPEN SPACE

4.2 Scenario 2 - Mixed-Use Emphasis

This option emphasizes an integrated mix of land uses across all of the key sites in the Corridor, with the highest densities on the Central Sector sites at Black Creek Drive and Eglinton Avenue. Primary uses are residential and office, with a retail component which fulfills an ancillary role only. Some of the specific aspects are as follows:

- total redevelopment of Coronation Park, for medium-to-high residential and modest density offices; total displacement of existing open space/park facilities
- redevelopment of old police station site plus York Memorial track site for mixed purposes; office at modest density and residential at medium density
- development of key Central Sector blocks (Black Creek Dr./Eglinton Ave.) at high densities for mixed use, including hotel
- new ancillary retail in Northeast and Central Sectors (assumed at 1%-2% of office space)
- partial redevelopment of existing light industrial in Northwest Sector to modest density offices
- redevelopment of existing multiple residential buildings in Northeast Sector
- total displacement of existing recreational facilities in Central Sector
- industrial function of Hyde Sector to be sustained, subject to encouragement of upgrading property standards and new development for industrial purposes

o Summary Data - Scenario 2

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	2,810	160,300	2,350	250	[existing 15,900]
Ultimate	4,155	308,300	4,800	250	[existing 15,900]

Strengths

- supportive of multi-function and multiple-use objectives for civic/corporate centre

- development focussed in areas with maximum opportunity for mixed-use orientation to views/amenity of valley

- total residential, office and retail components at "interim" stage generally consistent with identified market potential;

- makes more effective use of large underutilized acreages available on existing public lands in Northeast Sector (Coronation Park, old police station, York Memorial track/playfield), for mixed-use purposes

- displacement of existing recreational facilities in Central Sector with higher-order residential and commercial mixture best reflects strategic importance of Eglinton Ave./Black Creek Dr. intersection

- redevelopment of existing run-down rental apartment buildings in Northeast Sector with more contemporary residential uses better-suited to desired civic/corporate centre

- impact on existing retail areas/centres minimized by modest scale and local service/ancillary nature

- not premised on redevelopment of difficult Hyde Sector, where significant assembly and environmental problems involved

- likely able to be developed sooner in market terms; range of uses proposed results in less sensitivity to market shifts

Weaknesses

- lacks public focus to act as "people place" and help define identity of desired civic/corporate centre; total displacement of existing recreational functions on Coronation Park negates opportunity for civic square/open space

- any proposed redevelopment of existing modest rental housing stock in Northeast Sector constrained at least in short-term by legislative hurdles (Rental Housing Protection Act) and Provincial policy re provision of affordable housing

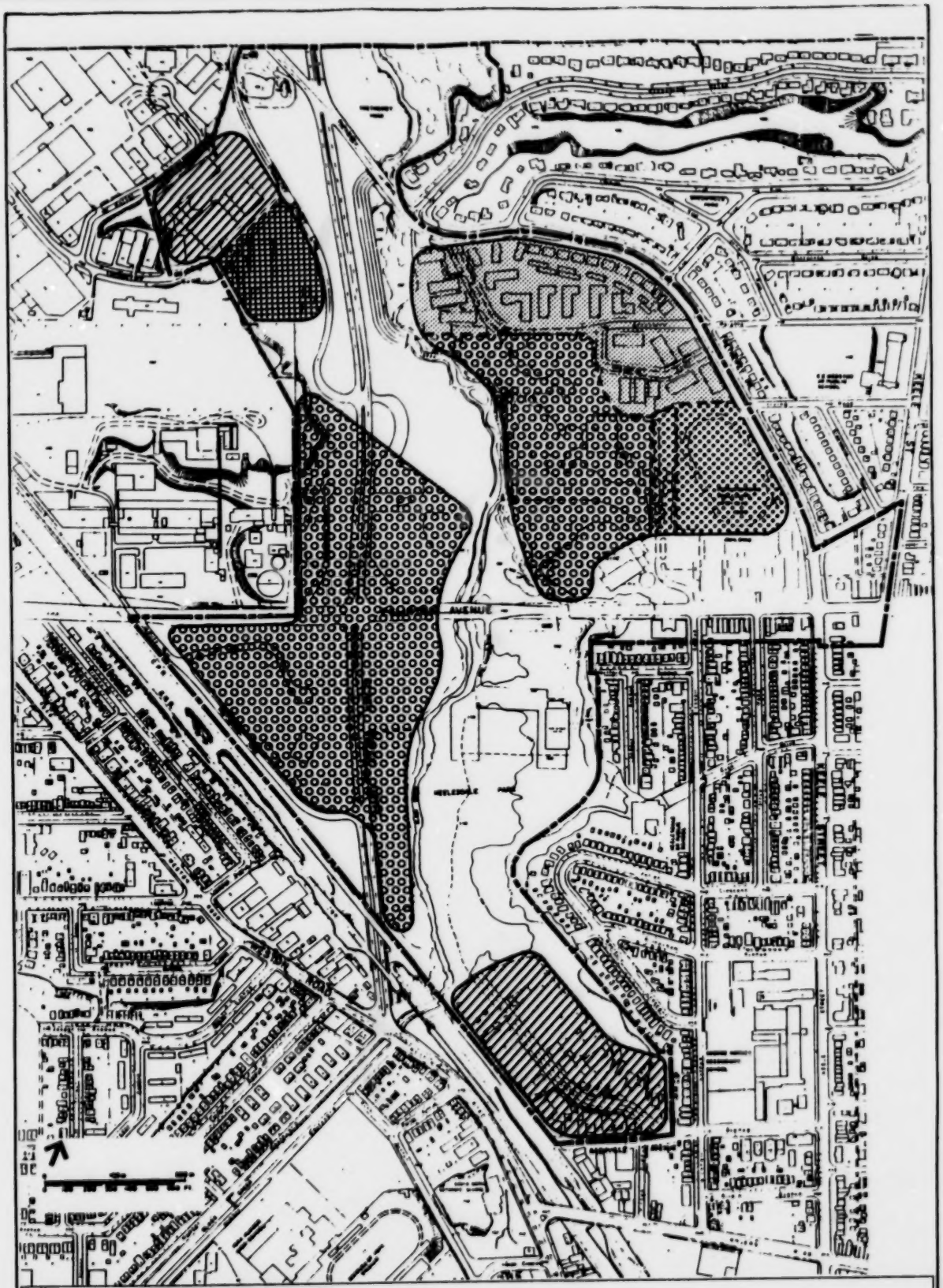
- no longer-term change proposed for existing Nashville/Hyde industrial area

- alternate location for dislocated recreational facilities in Central Sector as yet undetermined

- very difficult to facilitate redevelopment of York Memorial track/playfield for mixed-use as proposed and still accommodate/replace those school facilities in that vicinity

- significant development proposed where sub-surface constraints (fill, contamination, methane gas) are generally greatest

- potential impact of Kodak on residential uses in vicinity of Black Creek Dr./Eglinton Ave. intersection



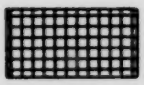
BLACK CREEK CORRIDOR: FEASIBILITY STUDY
CITY OF YORK

DEVELOPMENT CONCEPT 2: MIXED-USE

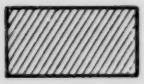
SUB-SECTOR
(REFERENCE AREA as per Phase I Report)

FIGURE C

DEVELOPMENT SCENARIOS
LAND USE CODE



OFFICE



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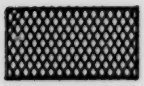
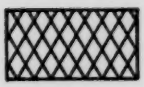


MIXED OFFICE & RETAIL

(INCORPORATES CIVIC OPEN SPACE)



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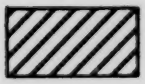
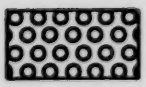


INDUSTRIAL

NEW RESIDENTIAL

EXISTING RESIDENTIAL

MIXED RESIDENTIAL/OFFICE



MIXED RESIDENTIAL/OFFICE (WITH ANCILLARY RETAIL)

PUBLIC PARK / OPEN SPACE

4.3 Scenario 3 - Residential/Open Space Theme

This alternative scenario entails a primary emphasis on high density residential development, and an enhancement of existing open space functions in the Corridor. A moderate amount of office development is proposed in the Central Sector at Black Creek Drive and Eglinton Avenue, and a very nominal provision for ancillary retail space has been made at the same location. Other more specific aspects are summarized below:

- partial redevelopment of Coronation Park, to introduce high density apartment residential, while maintaining existing civic open space and active facilities (assumed to be half of site area)
- redevelopment of old police station site to incorporate it with residential redevelopment and/or civic open space function
- no change proposed to York Memorial track/playfield
- redevelopment of existing multiple residential buildings in Northeast Sector
- some mixed-use development of Central Sector sites but residential still predominates
- passive open space/recreational functions adjacent to creek augmented by appropriate landscaping/park design treatment of sub-sector "B2"
- no change in use proposed for existing light industrial properties in Northwest Sector
- total displacement of existing recreational facilities in Central Sector
- proposed redevelopment of Hyde Sector for residential purposes, perhaps "affordable housing" pursuant to Provincial initiatives

o Summary Data - Scenario 3

Stage	Residential (# units)	Office (m^2)	Retail (m^2)	Hotel (# rms)	Industrial (m^2)
Interim	3,440	47,000	940	--	[existing 22,300]
Ultimate	4,300	47,000	940	--	[existing 22,300]

Strengths

- maintains much of existing Coronation Park area and facilities, while providing for residential intensification and greater land use efficiency

- residential emphasis still provides for some mixed-use on strategic blocks at Black Creek Drive/Eglinton Avenue; moderate amount of office use proposed is well within identified market potential and capability of existing transportation system

- proposes redevelopment of Nashville/Hyde industrial area at significant density to provide potential opportunity for affordable housing

- enhances passive/active open space function of Corridor lands

Weaknesses

- insufficient degree of mixed-use development to produce any significant "synergy" ; lacking desired multi-dimensional/integrated character, including hotel

- lack of public focus/activity generator to help shape image and identity of area

- difficult implementation problems to facilitate redevelopment of Hyde Sector for residential; poor access, exposure to noise, soil contamination, fractured ownership; not likely feasible as private market redevelopment, and high density likely necessary to carry redevelopment costs

- any proposed redevelopment of existing modest rental housing stock in Northeast Sector less likely to occur without significant development on Coronation Park; regardless, would be constrained at least in short-term by legislative hurdles (Rental Housing Protection Act) and Provincial initiatives re provision of affordable housing

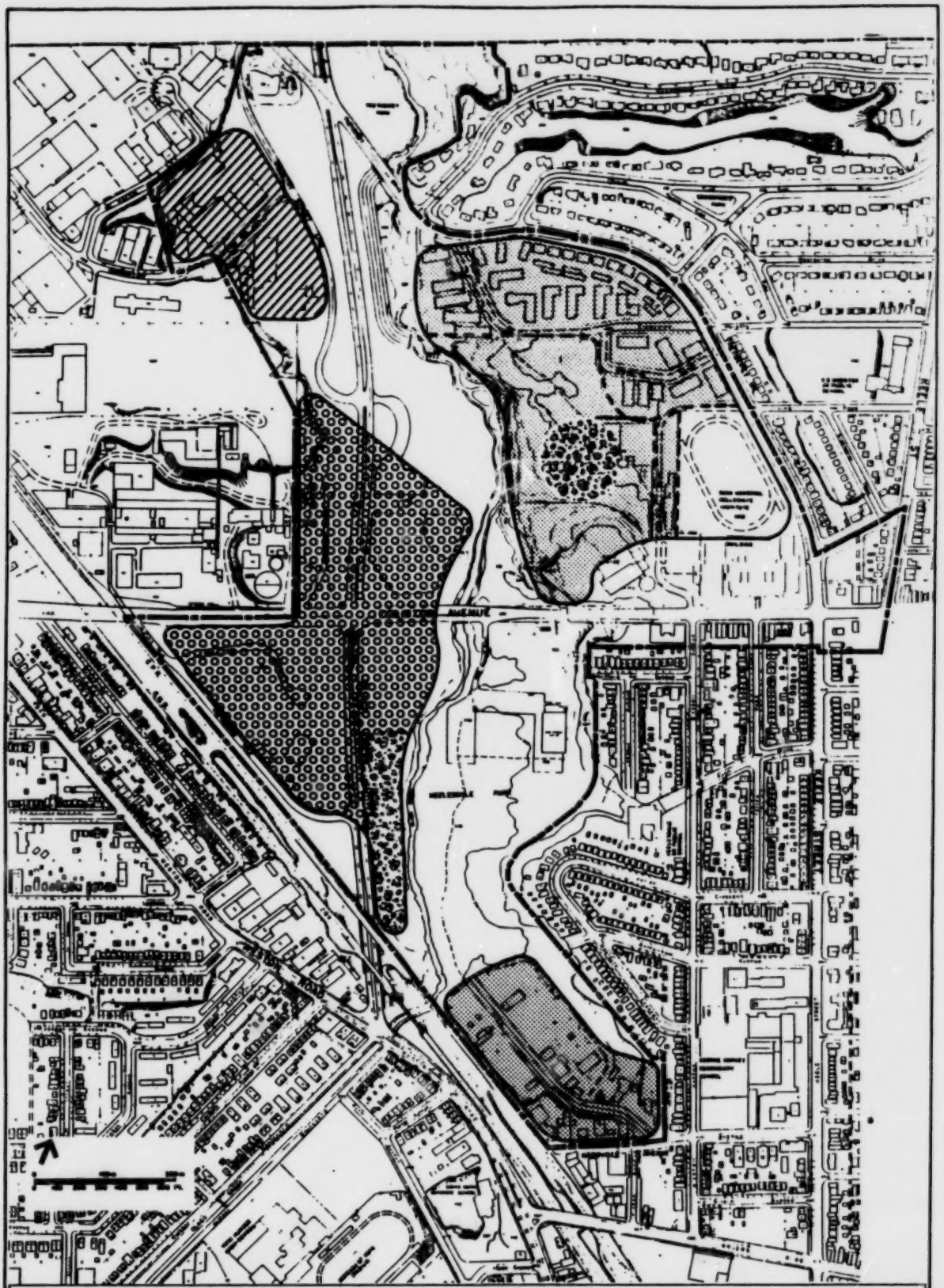
- alternate location for dislocated recreational facilities in Central Sector as yet undetermined

- potential impact from Kodak more adverse to primarily residential uses in vicinity of Black Creek Drive/Eglinton Avenue

- only nominal provision of new retail facilities

- overall development levels inadequate to capitalize on identified market potentials

- strong emphasis on single (residential) function results in greater vulnerability to market shifts, and greater difficulty in creating/sustaining development momentum



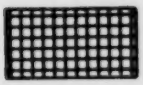
BLACK CREEK CORRIDOR: FEASIBILITY STUDY
CITY OF YORK

DEVELOPMENT CONCEPT 3: RESIDENTIAL/OPEN SPACE

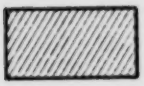
SUB-SECTOR (REFERENCE AREA as per Phase I Report)

FIGURE D

DEVELOPMENT SCENARIOS
LAND USE CODE



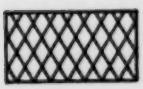
OFFICE



PREDOMINANTLY OFFICE (WITH ANCILLARY RETAIL)

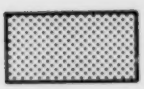
MIXED OFFICE & RETAIL

(INCORPORATES CIVIC OPEN SPACE)



MIXED OFFICE/RETAIL/RESIDENTIAL

INDUSTRIAL



NEW RESIDENTIAL

EXISTING RESIDENTIAL

MIXED RESIDENTIAL/OFFICE

MIXED RESIDENTIAL/OFFICE (WITH ANCILLARY RETAIL)

PUBLIC PARK / OPEN SPACE

4.4 Scenario 4 - Combined (Mixed-Use & Festival Centre)

This final option is not so much a "generic" choice, but rather a combination of some of the elements of the others already discussed. It clearly reflects the mixed-use theme of Scenario 2, but also includes a significant retail component, by way of a much larger "festival centre" than proposed in Scenario 1. Highest densities are again assumed on the key sites in the Central Sector, with a modest provision for ancillary retail in that Sector as well.

Other more specific aspects of this scenario are as follows:

- enhancement of civic role of Coronation Park, through significant "festival centre" (14,000m² specialized retail/service commercial) plus civic open space, combined with offices and residential at moderate densities
- redevelopment of old police station site to incorporate it with residential redevelopment and/or civic open space function
- no change proposed to York Memorial track/playfield
- redevelopment of existing multiple residential buildings in Northeast Sector
- development of key Central Sector sites at highest densities, including hotel
- redevelopment of existing light industrial in Northwest Sector for modest density office purposes
- total displacement of existing Corontation Park open space/park functions and facilities
- proposed redevelopment of Hyde Sector for residential purposes, perhaps "affordable housing" pursuant to Provincial initiatives

o Summary Data - Scenario 4

Stage	Residential (# units)	Office (m²)	Retail (m²)	Hotel (# rms)	Industrial (m²)
Interim	3,070	157,100	16,000	250	--
Ultimate	4,525	287,500	18,100	250	--

Strengths

- supportive of multi-function and multiple-use objectives for civic/corporate centre; potential for fully-integrated result

- creation of substantial "festival centre" combined with mixed residential / office and "town square" on Corontation Park will provide significant vitality, "public focus" and help to create special identity/profile for area

- nature of specialized retail in festival centre minimizes competitive impact on existing conventional retail areas

- development focussed in areas with maximum opportunity for mixed-use orientation to views/amenity of valley

- makes more effective and diversified use of large underutilized acreages available on existing public lands in Northeast Sector (Corontation Park and old police station site) while avoiding constraints of redeveloping York Memorial track/playfield

- total residential and office components at "interim" stage generally consistent with identified market potential

- displacement of existing recreational facilities in Central Sector with higher-order mixed uses best reflects strategic importance of Eglinton Ave./Black creek Dr. intersection

- eventual redevelopment of existing run-down rental apartment buildings in Northeast Sector with more contemporary residential uses better suited to desired civic/corporate centre

- diversity of proposed uses results in less sensitivity to market shifts, likelihood of developing "momentum" sooner

- proposes redevelopment of Nashville/Hyde industrial area at significant density to provide potential opportunity for affordable housing

Weaknesses

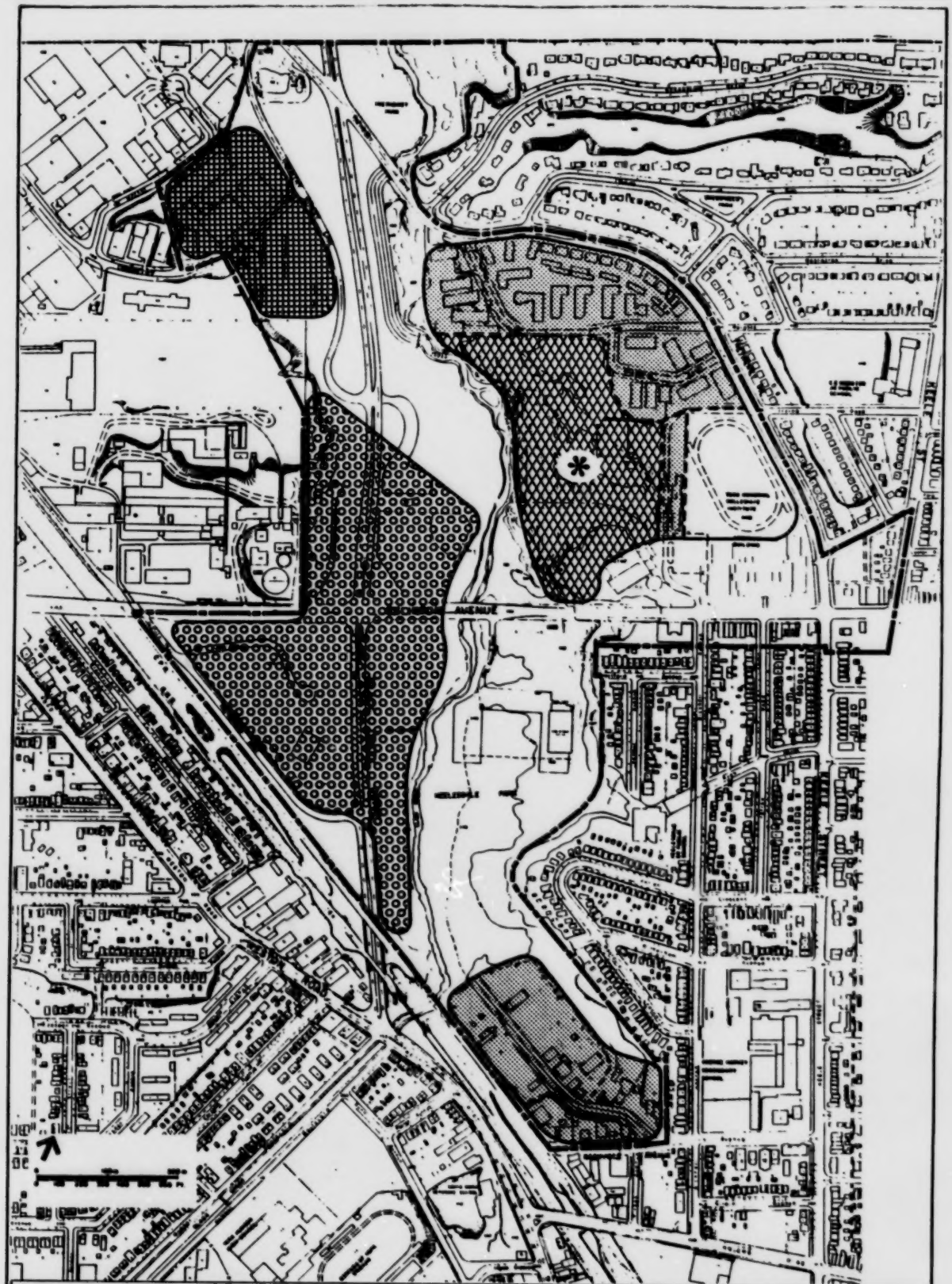
- significant development proposed where sub-surface constraints (fill, contamination, methane gas) are generally greatest

- alternate location for dislocated recreational facilities in Central Sector as yet undetermined

- any proposed redevelopment of existing modest rental housing stock in Northeast Sector constrained at least in short-term by leglislative hurdles (Rental Housing Protection Act) and Provincial initiatives re provision of affordable housing

- difficult implementation problems to facilitate redevelopment of Hyde Sector for residential; poor access, exposure to noise, soil contamination, fractured ownership; not likely feasible as private market redevelopment, and high density likely necessary to carry redevelopment costs

- potential impact of Kodak on residential uses in vicinity of Black Creek Dr./Eglinton Ave. intersection



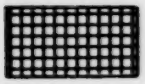
BLACK CREEK CORRIDOR
FEASIBILITY STUDY
CITY OF YORK

SUB-SECTOR
(REFERENCE AREA as per Phase I Report)

FIGURE E

DEVELOPMENT CONCEPT 4:
COMBINED (Mixed Use with Festival Centre)

DEVELOPMENT SCENARIOS
LAND USE CODE



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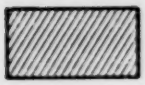
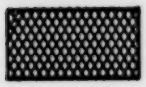


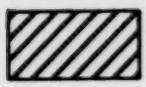
PREDOMINANTLY OFFICE (WITH ANCILLARY RETAIL)



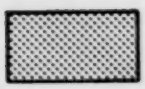
MIXED OFFICE & RETAIL

(INCORPORATES CIVIC OPEN SPACE)

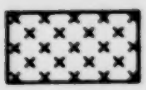
MIXED OFFICE/RETAIL/RESIDENTIAL



INDUSTRIAL



NEW RESIDENTIAL



EXISTING RESIDENTIAL

MIXED RESIDENTIAL/OFFICE

MIXED RESIDENTIAL/OFFICE (WITH ANCILLARY RETAIL)

PUBLIC PARK / OPEN SPACE

5. TRANSPORTATION IMPLICATIONS

An important element in the consideration of alternative development concepts in Phase II is the "testing" of these options in a transportation sense. More specifically, this aspect of the work focusses on the identification of practical improvements to the existing transportation network which are consistent with the levels of development forecast under each scenario, at both the "interim" and "ultimate" levels.

The full results of those analyses are contained in Appendix A, which comprises the complete Phase II report by B-A Consulting Group, entitled "Transportation Component - Review of Development Options".

The report commences with an evaluation of the implications of the identified scenarios in terms of trip generation, directional orientation and assignments of the trips generated to the various key "links" in the transporation network serving the Corridor area. As is appropriate in these circumstances, the afternoon peak period has been treated as the governing time period for evaluation of these link assignments, relative to the estimated residual capacity available on the existing road network.

Following from the initial discussion of possible transportation improvements noted in the Phase I report, our Phase II work has further identified a number of potential representative measures to improve the existing transportation network. These include the following:

- operational improvements (signal timing and phasing adjustments, introduction of "No Stopping" zones in certain areas)
- intersection improvements (generally additional turn lanes) at certain key locations, such as Eglinton Avenue at Jane Street, Black Creek Drive and Keele Street, and Lawrence Avenue at Black Creek Drive and Keele Street
- new GO Station at Eglinton, including additional unidirectional train service in the A.M. and P.M. peak periods, respectively
- widening of Black Creek Drive (from Lawrence Avenue to Eglinton Avenue)
- Black Creek/Eglinton "ring-road", serving as a new collector road to distribute traffic generated by anticipated development in 3 quadrants (northeast, southeast, southwest) abutting that key intersection
- grade separation - Black Creek Drive/Lawrence (likely in combination with a widening of Black Creek Drive)

- o widening of Eglinton Avenue (from Weston Road to Highway 427), either for extra traffic lanes or an exclusive/semi-exclusive surface transit route

- o Eglinton Rapid Transit (staged implementation to provide exclusive right-of-way transit connection with the Spadina/Eglinton subway)

- o full GO rail service (two-way, similar to Lakeshore line)

In the context of the potential transportation improvements enumerated above, and based upon appropriate analyses of the traffic generation characteristics of each scenario, road and transit system improvement measures felt to be consistent with each development scenario were identified for the "interim" and "ultimate" time-frames. The key findings which resulted were as follows:

- o Scenario 3 (Residential/Open Space) generates significantly fewer peak-hour vehicle trips than the other three options (typically less than half).

- o Subject to some operational and intersection improvements, Scenario 3 can be accomodated without any major transportation infrastructure improvements.

- o At the "interim" levels of development discussed herein, any of Scenarios 1 (Office/Retail), 2 (Mixed-Use) or 4 (Combined) can be supported by introduction of one major road widening (Black Creek Drive); also recommended would be the potential new GO rail station at Eglinton. No significant travel demand differences can be foreseen among these three options.

- o Development to the "ultimate" threshold for each of Scenarios 1, 2 or 4 would logically be consistent with implementation of the Eglinton Rapid Transit line, selected improvements to Black Creek Drive north of the study area, and at least a partial "ring-road" collector around the Eglinton Avenue/Black Creek Drive intersection.

6. NEXT PHASE - SELECTION & REFINEMENT OF RECOMMENDED STRATEGY

The descriptive and analytical information presented in this report on alternative development concepts (and related transportation implications) is intended to provoke public consideration, discussion and input to our selection of a preferred strategy for the Corridor.

Prior to preparing our recommendations in Phase III of the study, we are looking forward to input from City staff, the working groups (including both public agencies and private development interests) and the general public, to assist us in selection and refinement of an appropriate development concept and related implementation strategy. Of particular concern in this process will be responses to these options in the following respects:

- Two of the scenarios contemplate (re)development of the York Memorial track/playfield for purposes complementary to the Coronation Park proposals in each case. To the extent that such would be logistically difficult (because of the need to replace/accommodate these existing school functions in that context), and to the extent that those scenarios otherwise warrant serious consideration, appropriate School Board input will be sought.

- All of the identified scenarios contemplate displacement of the existing recreational facilities in strategic locations - on those developable portions of Keelesdale Park (above the flood-plain) adjacent to the Black Creek/Eglinton Ave. intersection in the Central Sector, and on some or all of Coronation Park, depending on the scenario. Any implications of these assumed displacements which are relevant to the selection and refinement of the final concept and strategy should be addressed at this juncture.

- As noted in both this report and the initial Phase I document, there is increasing business interest in the future development prospects of the Corridor. Now that we have given some conceptual expression to the manner in which the market potential foreseen in the Phase I work might be manifested, some specific feedback from affected or concerned development interests would provide a valuable additional perspective to our Phase III work.

Clearly, the selection of an appropriate development concept is dependent upon consideration by all concerned and/or interested parties, of the relative merits of the four scenarios presented. We would emphasize once again the broad issues of planning philosophy (first discussed in Section 3 of this report) which should be borne in mind in this context:

- What is an appppropriate <u>"vision"</u> for the area?
- What optimum combination of uses will best achieve the desired <u>"synergy"</u> in the Corridor?

- Regarding time-frame, what options appear feasible within both our chosen 15-20 year planning horizon (interim), and in the longer-term (ultimate)?
- What clear choices flow from all of the foregoing considerations?

The recommended strategy which emerges from our Phase III work will comprise a preferred development concept (reflecting density, land use and detailed transportation aspects), and related policy/implementation recommendations. More specifically, an appropriate Official Plan policy framework will be recommended, to embody the City's objectives and provide clear direction for implementation which reflects the need for flexibility, in response to market shifts. We will also address ourselves to appropriate zoning regulations, and a strategy to assist the City of York in "promoting" the recommended development concept.

APPENDIX A

TRANSPORTATION COMPONENT

(PHASE II)

BLACK CREEK CORRIDOR STUDY
TRANSPORTATION COMPONENT

PHASE II

Review of Development Options

Prepared For: The Corporation of the City of York

Prepared By: B-A Consulting Group Ltd.

April, 1988

File: 5983.02

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Site Traffic Link Assignments

1. INTRODUCTION

This report details the transportation findings of Phase II of the **Black Creek Corridor: Feasibility Study.** Phase I of the study, published in December, 1987, provided a background summary and analysis of the existing transportation system, including opportunities and constraints to support development within the study area.

Phase II is intended to provide an analysis and comparison of a range of land use scenarios for the Black Creek Study Area. Key transportation issues addressed include the following:

- Specification of the amount and likely orientation of additional traffic generated by various development proposals.
- Development of a range of transportation infrastructure improvements for consideration.
- Evaluation of the relative transportation improvements considered consistent with each development scheme.

Subsequent chapters provide detailed findings in each of these areas.

2. SITE DEVELOPMENT TRAFFIC

2.1 Land Use Scenarios

Based upon market and planning criteria, four land use scenarios for the Black Creek Study Area were developed. These are referred to as follows:

1. Office - Retail (OR)
2. Mixed-Use (MU)
3. Residential/Open Space (ROS)
4. Combined (COM)

Land use intensities for each option were further broken out according to an **interm** and **ultimate** time frame, in part for the purposes of considering staging of possible transportation improvements. Specific land use assumptions were assigned to four aggregrated development nodes, referred to as Northwest (Black Creek/Industry area), Central (Eglinton/Black Creek environs), Northeast (Trethewey/Municipal Drive), and Hyde.

A more complete description of the derivation of the various scenarios can be found in the consolidated Phase II report to which this is appended.

2.2 Trip Generation

Vehicular trip generation parameters were developed for each land use type based upon a review of various studies and relevant data. The afternoon (PM) street peak hour was selected as the appropriate design period based upon the presence of retail land uses in most of the development scenarios.

One key potential transportation improvement, namely the Eglinton West Rapid Transit Line, would significantly affect the resultant vehicular trip generation characteristics of certain study area land uses. As a result, specific rates were selected (where appropriate) to reflect the introduction of such significantly improved transit service, generally reflecting the relative distances that each development node would be from the rapid transit line (and potential station).

Table 1 summarizes the selected trip generation rates.

2.3 Directional Orientation

Basic directional patterns for study-area generated vehicle trips were derived from year 1991 travel forecast data obtained from the Metropolitan Toronto Planning Department.

Vehicle trip interchanges from and to Planning District 3, which contains the study area, were first calculated. Then the appropriate directional "flows" were used to establish the likely origins/destinations of traffic generated by new development. Finally, alternative routings were defined, assigning the prospective traffic from each external zone to one or more of the logically-tributary road links serving the study area.

Tables 2 and 3 summarize the resultant directional orientation calculations for site residential and commercial uses. Due to the relatively modest impact of site-generated hotel and retail traffic, the commercial office (employee-based) directional patterns were simplistically assumed to apply to these uses as well. It should be noted that the indicated route choice allocations were derived primarily based upon consideration of trips oriented to the **Central** and **Northeast** nodes. Once again however, given the modest levels of development assumed in the **Hyde** node and proximity of the other three nodes, the relative distortion introduced by applying a common assignment pattern to all nodes is considered to be small.

2.4 Link Assignments

The foregoing trip generation and directional orientation parameters were applied to each of the four land use scenarios and development intensities. Traffic generation estimates for each of these eight (four scenarios times two intensities) development schemes were calculated both with and without the introduction of the Eglinton West Rapid Transit Line. Spreadsheets indicating resulting link traffic flows for each case examined are included as an Appendix.

TABLE 1
PM DESIGN HOUR TRIP GENERATION RATES

TRANSIT SERVICE LEVEL	TRIP GENERATION RATE/UNIT		
LAND USE	INBOUND	UNIT OUTBOUND	COMMENTS
BASE LEVEL (EXISTING/ENHANCED)			
• Hotel	0.40/room	0.40/room	
• High-Density Residential	0.30/unit	0.15/unit	
• Office	0.20/93 sm	1.2/93 sm	
• Retail-Ancilliary	3.0/93 sm	3.0/93 sm	Reflects 50% internal, typically less than 9,300 sm
— Freestanding	2.0/93 sm	2.0/93 sm	Reflects 50% link trips, typically greater than 9,300 sm.
WITH EGLINTON WEST RAPID TRANSIT[1]			
• High-Density Residential	0.25/unit	0.13/unit	Reflects 15% reduction
• Office-Central/Northeast	0.10/93 sm	0.70/93 sm	Potentially within 250m of rapid transit
- Hyde/Northwest	0.10/93 sm	0.80/93 sm	Greater than 250m from rapid transit.

1. Hotel and retail trip rates remain unchanged.

BLACK CREEK CORRIDOR STUDY - PHASE II TRANSPORTATION CAPACITY STUDY — Based on Metro Toronto's modelled data for 1991

Trips generated by residential uses

EMPLOYMENT TRIPS TO/FROM Other Zones	FROM Zone 3 (Total Trips)	FROM Zone 3 (Transit Trips)	Auto Mode Split	FROM Zone 3 Adj. 0-D	TO/FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	TO/FROM WEST: Eglinton %	Eglinton #	TO/FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO/FROM SOUTH: Alliance %	Alliance #	Western/ Old Weston %	Western/ Old Weston #	Check Total	Notes
1 Central Area	13,057	9,232	29.0%	3,766		0		0		0		0		0	20.0%	753	10.0%	377		0	70.0%	2,636	100.0%	
2 Toronto West	3,654	1,916	43.7%	1,739		0		0		0		0	10.0%	180	20.0%	360	5.0%	90	5.0%	90	55.0%	989	100.0%	
3 Toronto Northwest	11,538	5,110	55.7%	6,428	7.5%	481	2.4%	154	23.7%	1,523	3.6%	229	16.1%	1,033	7.2%	464	10.3%	659	1.0%	65	19.5%	1,252	91.0%	
N.P.D.	1991 Popn.	%		Adj. 0-D																				
5	11,201	12.2%		782	30.0%	235	20.0%	157	50.0%	391		0	40.0%	708		0		0		0		0	100.0%	
6	25,394	27.6%		1,772		0		0	60.0%	1,063		0		0		0		0		0		0	100.0%	
7	5,877	6.4%		410	60.0%	246		0		0	40.0%	164	60.0%	246		0		0	10.0%	41	10.0%	41	90.0%	GEE; Internal
8	9,281	10.1%		648		0		0		0	15.0%	97		0		0		0		0		0	35.0%	GEE; Internal
9	9,540	10.3%		667		0		0	10.0%	67		0		0	5.0%	34	20.0%	137		0		0	100.0%	
10	7,936	8.6%		554		0		0		0		0		0	20.0%	111	80.0%	443		0		0	100.0%	
11	8,763	9.5%		612		0		0		0		0		0	30.0%	220		0		0	100.0%	612	100.0%	
12	10,882	11.8%		760		0		0		0		0		0	40.0%	79	40.0%	79		0	70.0%	537	100.0%	
13	2,838	3.1%		197		0		0		0		0		0		0		0		0	20.0%	39	100.0%	
TOTAL	92,108			6,429																				
4 Toronto North	4,588	2,647	41.8%	1,938		0		0	40.0%	761		0		0		0	40.0%	761		0	20.0%	381	100.0%	
5 Toronto Northeast	615	268	67.3%	881	10.0%	88	80.0%	276	20.0%	110		0		0		0	10.0%	94		0		0	100.0%	
6 Toronto East	503	343	40.1%	860		0		0		0		0		0		0		0	10.0%	84	50.0%	184	100.0%	
7 Etobicoke South	338	122	77.1%	410		0		0		0		0		0		0		0	10.0%	154	20.0%	82	100.0%	
8 Etobicoke Central	1,778	621	65.0%	1,158		0		0		0	30.0%	534	60.0%	693		0		0		0		0	100.0%	
9 Etobicoke North	1,828	568	68.9%	1,259		0	30.0%	377		0	20.0%	452		0		0		0		0		0	100.0%	
10 North York West	4,222	1,464	65.3%	2,758	20.0%	552	30.0%	827	25.0%	690	15.0%	414		0		0	10.0%	82		0		0	100.0%	
11 North York Central	1,370	455	59.5%	815	50.0%	408	30.0%	245	20.0%	163		0		0		0		0		0		0	100.0%	
12 North York East	480	180	73.7%	300	50.0%	150	30.0%	90	20.0%	60		0		0		0		0	5.0%	15	30.0%	210	100.0%	
13 Scarborough Central	1,093	309	69.4%	785	5.0%	39	30.0%	236	15.0%	118		0	15.0%	118		0		0	15.0%	118	60.0%	471	100.0%	
14 Scarborough South	153	38	82.3%	115		0		0		0		0	30.0%	35		0		0		0	20.0%	23	100.0%	
15 Scarborough East	49	11	76.8%	38	10.0%	4	40.0%	15	30.0%	11		0	10.0%	4		0		0		0		0	100.0%	
16 Scarborough North	408	68	80.0%	327	10.0%	33	60.0%	196	30.0%	98		0		0		0		0		0		0	0.0%	
17 Brock	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
18 Uxbridge	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
19 Scugog	0	0	N/A	0		0		0		0		0		0		0		0		0		0	100.0%	
20 Pickering/Ajax	72	5	93.1%	67	10.0%	7	60.0%	40	30.0%	20		0		0		0		0		0		0	0.0%	
21	0	0	0.0%	0		0		0		0		0		0		0		0		0		0	0.0%	
22 Whitby	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
23 Oshawa	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
24 Newcastle	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
25 Georgina	0	0	N/A	0		0		0		0		0		0		0		0		0		0	100.0%	
26 Gallinbury East	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
27 Newmarket/Aurora/ Richmond Hill	265	54	79.8%	214	10.0%	21	60.0%	128	30.0%	64		0		0		0		0		0		0	0.0%	
28	0	0	0.0%	0		0		0		0		0		0		0		0		0		0	100.0%	
29 Milton/Georgetown/ Halton	674	72	99.3%	602	10.0%	60	60.0%	361	30.0%	181		0		0		0		0		0		0	0.0%	
30	0	0	0.0%	0		0		0		0		0		0		0		0		0		0	100.0%	
31 King/Vaughan	1,110	101	64.8%	1,009	15.0%	151	85.0%	858		0		0		0		0		0		0		0	0.0%	
32	0	0	0.0%	0		0		0		0		0		0		0		0		0		0	100.0%	
33 Caledon/Brampton	516	17	96.7%	499	15.0%	75	85.0%	424		0		0		0		0		0		0		0	0.0%	
34	0	0	0.0%	0		0		0		0		0	40.0%	768		0		0		0	10.0%	192	100.0%	
35 Mississauga	2,291	337	88.3%	1,954	10.0%	195	80.0%	781		0		0		0		0		0		0		0	100.0%	
36 Halton Hills/Milton	82	0	100.0%	82	15.0%	12	85.0%	69		0		0		0		0		0		0		0	0.0%	
37	0	0	0.0%	0		0		0		0		0	60.0%	4		0		0	15.0%	12	25.0%	21	100.0%	
38 Oakville	84	3	97.6%	82		0		0		0		0		0		0		0		0		0	0.0%	
39 Burlington	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
40 Flamborough	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
41 Dundas	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
42 Ancaster	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
43 Glanbrook	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
44 Stoney Creek	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
45 Hamilton	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
47 External	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
48 COLUMN TOTAL	235,213	0.0%		26,949		1,708 6.4%		5,103 18.9%		4,333 16.0%		1,869 6.9%		3,153 11.7%		1,967 7.3%		2,196 8.1%		429 1.6%		5,949 22.1%	26,373	

Table 2

ELGIN CHECK CORRIDOR STUDY - PHASE II TRANSPORTATION CONSULTED - Based on Metro Toronto's modelled data for 1991

Trips generated by employment uses

DYLOWARD TRIPS FROM other Zones	TOI Zone 3 (Total) Trips	TOI Zone 3 (Transit) Trips	Auto Mode Split	TOI Zone 3 Adj. 0-D	TO/FROM NORTH Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	TO/FROM WEST Eglinton %	Eglinton #	TO/FROM EAST Rogers %	Rogers #	Eglinton %	Eglinton #	TO/FROM SOUTH Williams %	Williams #	Western/ Old Weston %	Western/ Old Weston #	Check Totals	Notes
1 Central Area	1,010	859	40.2%	525		0		0		0		0	10.0%	0	30.0%	106	10.0%	53	0.0%	0	70.0%	370	100.0%	
2 Toronto West	4,221	1,076	25.5%	2,346		0		0		0		0	10.0%	236	30.0%	469	10.0%	226	5.0%	117	55.0%	1,210	100.0%	
3 Toronto Northwest	11,520	5,110	28.7%	6,438	8.7%	556	3.4%	218	12.1%	688	3.1%	248	10.0%	643	15.0%	828	19.2%	1,237	1.5%	96	20.0%	1,343	93.0%	
N.P.D.	1991 Popn.	%		Adj. 0-D																				
36	37,195	17.0%		1,091	30.0%	327	20.0%	218	50.0%	546		0	40.0%	165		0		0		0		0	100.0%	
37	13,774	6.3%		434		0		0	60.0%	260		0		0		0		0		0		0	100.0%	
38	13,093	5.9%		382	60.0%	229		0		0	40.0%	153	80.0%	481		0		0	10.0%	96	10.0%	96	90.0%	Old Internal
39	30,784	15.0%		968		0		0	10.0%	97	10.0%	97		0	5.0%	48	30.0%	73		0		0	35.0%	Old Internal
40	13,514	6.2%		397		0		0		0		0		0	80.0%	198	60.0%	742		0		0	100.0%	
41	30,729	15.4%		1,121		0		0		0		0		0		0		0		0	100.0%	341	100.0%	
42	11,621	5.3%		417		0		0		0		0		0	30.0%	224		0		0	70.0%	643	100.0%	
43	32,256	14.7%		1,177		0		0		0		0		0	40.0%	344	40.0%	344		0	20.0%	183	100.0%	
44	31,178	14.3%		1,138		0		0		0		0		0		0		0		0		0	100.0%	
TOTAL	219,103			6,488																				
4 Toronto North	2,728	1,210	58.5%	1,596		0		0	40.0%	611		0		0		0	40.0%	611		0	20.0%	306	100.0%	
5 Toronto Northeast	668	169	74.0%	494	10.0%	49	50.0%	247	30.0%	98		0	30.0%	98		0	10.0%	49		0	60.0%	291	100.0%	
6 Toronto East	901	402	53.5%	419		0		0		0		0	60.0%	251		0	10.0%	42	10.0%	67	30.0%	67	100.0%	
7 Etobicoke South	441	178	75.5%	326		0		0		0	30.0%	587	60.0%	1,174		0		0	10.0%	151		0	100.0%	
8 Etobicoke Central	2,913	1,007	66.4%	1,926		0		0		0	70.0%	1,350		0		0		0		0		0	100.0%	
9 Etobicoke North	910	273	71.5%	714		0		0		0	15.0%	358		0		0		0		0		0	100.0%	
10 North York West	3,258	1,152	64.6%	2,104	10.0%	211	30.0%	633		0		0		0		0	10.0%	113		0		0	100.0%	
11 North York Central	1,671	600	67.8%	1,136	10.0%	113	30.0%	338	30.0%	511		0		0		0		0		0		0	100.0%	
12 North York East	411	98	74.2%	315	5.0%	17	30.0%	102	15.0%	51		0	15.0%	51		0		0	5.0%	17	55.0%	154	100.0%	
13 Scarborough Central	820	256	68.8%	565		0		0	15.0%	85		0	30.0%	169		0		0	15.0%	85	55.0%	91	100.0%	
14 Scarborough South	236	58	80.6%	151		0		0		0		0	10.0%	24		0		0		0	90.0%	211	100.0%	
15 Scarborough East	324	67	73.3%	157	10.0%	24	40.0%	95	30.0%	71		0		0		0		0		0		0	0.0%	
16 Scarborough North	788	148	81.2%	593	10.0%	64	60.0%	384	30.0%	192		0		0		0		0		0		0	0.0%	
17 Brock	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
18 Uxbridge	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
19 Scugog	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
20 Pickering/Ajax	308	68	91.7%	317	10.0%	32	60.0%	185	30.0%	80		0		0		0		0		0		0	100.0%	
21	0	0	0	0		0		0		0		0		0		0		0		0		0	0.0%	
22 Whitby	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
23 Oshawa	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
24 Newcastle	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
25 Georgina	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
26 Gwillimbury East	0	0	N/A	0		0		0		0		0		0		0		0		0		0	100.0%	
27 Newmarket/Aurora/ Richmond Hill	420	93	78.4%	327	10.0%	33	60.0%	200	30.0%	101		0		0		0		0		0		0	0.0%	
28	0	0	0	0		0		0		0		0		0		0		0		0		0	100.0%	
29 Markham-Stouffville/ Markham	404	80	99.0%	404	10.0%	40	60.0%	242	30.0%	121		0		0		0		0		0		0	100.0%	
30 King/Vaughan	746	133	82.2%	624	15.0%	94	65.0%	406		0		0		0		0		0		0		0	0.0%	
31	0	0	0	0		0		0		0		0		0		0		0		0		0	100.0%	
32 Caledon/Brampton	778	168	98.8%	167	15.0%	144	65.0%	625		0		0		0		0		0		0		0	0.0%	
33	0	0	0	0		0		0		0		0		0		0		0		0	10.0%	178	100.0%	
34 Mississauga	2,044	464	97.1%	1,780	10.0%	178	40.0%	712		0		0	40.0%	712		0		0		0		0	100.0%	
35 Halton Hills/Milton	324	62	99.1%	322	15.0%	33	65.0%	150		0		0		0		0		0		0		0	0.0%	
36	0	0	0	0		0		0		0		0	60.0%	129		0		0	15.0%	32	25.0%	54	100.0%	
37	327	62	94.7%	215		0		0		0		0		0		0		0		0		0	0.0%	
38 Oakville	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
40 Burlington	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
41 Flamborough	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
42 Dundas	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
43 Ancaster	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
44 Glanbrook	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
45 Stoney Creek	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
46 Hamilton	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
47 External	0	0	N/A	0		0		0		0		0		0		0		0		0		0	0.0%	
48 COLLIN TOTAL	476,627	0.0%		24,692		1,837 7.4%		5,330 21.6%		3,560 14.4%		1,636 6.6%		3,310 13.4%		1,440 5.8%		2,391 9.7%		893 3.6%		4,125 16.7%	24,242	

Table 3

3. TRANSPORTATION SYSTEM IMPROVEMENT OPTIONS

A number of representative transportation improvement measures were identified based upon a review of results from the Phase I **Background Research and Analysis** report and other relevant studies[1]. These are described briefly as follows.

1. **Operational Improvements.** Due to the prevailing off-peak directional flow of certain access movements from/to the Black Creek Corridor Study Area, certain operational changes may be warranted. Aside from potential signal timing/phasing adjustments, this would include such measures as introduction of peak period NO STOPPING restrictions along key road links across the South and East study area screenlines. During the afternoon peak period, for example, typical candidates would including the following:

   - Weston Road (South/Eastbound) - Black Creek southerly
   - Old Weston Road/Rogers Road (South/Eastbound) - Weston Road southeasterly
   - Eglinton Avenue (Eastbound) - Black Creek Drive easterly.

2. **Intersection Improvements.** This would generally involve the introduction of additional left and/or right turn lanes at specific intersections. Among the potential candidate intersections are the following:

   - Eglinton Avenue @ Jane Street
     @ Black Creek Drive
     @ Keele Street
   - Lawrence Avenue @ Jane Street
     @ Keele Street

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1 **Black Creek Drive Travel Monitoring Study 1980-1985,** Metropolitan Toronto Planning Department, March 1986.

St. Clair Avenue/Weston Road Traffic Management Study, Joint Metropolitan/City/TTC, September 1987.

Excerpts from **Northwest Metro Transportation Study,** Ongoing.

- o Weston Road @ Black Creek Drive
  @ Jane Street
  @ Old Weston Road
  @ St. Clair Avenue

- o Old Weston Road @ Keele Street
  @ St. Clair Avenue

3. **Eglinton GO Rail Station (Georgetown Line).** This implies construction of a station (likely one-side platform) south of Eglinton Avenue, presumably in conjunction with adjacent office/retail/residential development. Minimal commuter parking would be provided. Additional uni-directional train service would be provided as required.

4. **Widen Black Creek Drive.** Black Creek Drive would be widened to provide a basic six-lane cross-section, generally between Lawrence and Eglinton Avenues. The specific limits of widening and lane geometry would depend on the location/intensity of study area development and introduction of certain other complementary improvements.

5. **Black Creek/Eglinton Ring Road.** A continuous collector road would be introduced to distribute traffic generated by development in three quadrants of the Black Creek Drive/Eglinton Avenue intersection, i.e., only limited benefits would accrue to the Kodak Lands in the northwest quadrant. Signalized intersections at Black Creek/Industry, Black Creek/Photography, and a new location on Eglinton Avenue (approximately mid-block between the existing Black Creek and Municipal Drive installations) would all be directly connected. This would achieve considerably enhanced local accessibility to lands served and optimize traffic levels of service through the Black Creek/Eglinton intersection.

6. **Grade Separate Black Creek Drive.** The Black Creek/Lawrence intersection would be grade-separated with a modified diamond interchange. Complementary widening of Black Creek Drive, south through the Eglinton intersection, would likely be required. The need for alternatively grade-separating the Eglinton intersection would depend on the nature of the development scenario/transportation improvement package under consideration.

7. **Widen Eglinton Avenue.** Eglinton Avenue would be widened to provide a basic six-lane cross-section from the study area (Weston Road), westerly to Highway 427. The extra traffic lanes could be used as exclusive/semi-exclusive surface transit routes as part of a staged implementation of an Eglinton Rapid Transit Line.

8. **Eglinton Rapid Transit.** Exclusive right-of-way transit services would be provided along the Eglinton West corridor, connecting the TTC subway system at Spadina/Eglinton directly to the study area and points westerly. Presumably, a staged implementation of the Eglinton West Line could include a transition between fixed-rail, exclusive right-of-way transit technology to the east, and busway, semi-exclusive right-of-way technology to the west. Prospective station locations within the study area should be reviewed in light of development options.

9. **Full GO Rail Service (Georgetown Line).** This would involve provision of full two-way rail service, similar to the existing situation on the Lakeshore West GO Rail line. The resultant high level of service, in conjunction with the Eglinton West Rapid Transit Line, will afford the opportunity for development of a major transit transfer/focal point, consistent with the "Gateway" concept supported by the Ministry of Transportation. Resultant commuter parking needs have not as yet been identified. To the extent required, however, it would be logical to consider introduction of parking opportunities on the west side of the rail corridor in conjunction with potential redevelopment of those lands.

4. COMPARATIVE DEVELOPMENT IMPLICATIONS

4.1 Evaluation Procedure

Composite study area-generated link traffic assignments were compared to existing volumes and representative residual vehicular capacities. Table 4 summarizes the results. Comparison of additional vehicular demands with residual capacities -- on a road link or screenline basis -- provides a general indication of the appropriateness of providing major road and/or transit system improvements.

The data in Table 4 do provide a practical basis for comparative evaluation among the scenarios examined. They do not, however, provide a definitive assessment of major infrastructure need for the following reasons:

- Road link capacities are representative only and vary with distance from the study area.

- Study area traffic generation estimates are likely over estimated in terms of the net new number of trips that would need to be accommodated on road links some distance from their point of arrival/departure.

- No allowance is included for the impact of Eglinton West Rapid Transit line on other than study area-generated traffic.

- No allowance is included for changes in existing traffic flows attributable to other influences/development outside of the study area.

TABLE 4 LINK ASSIGNMENT SUMMARY

LINK DATA				DEVELOPMENT SCENARIO – TIME FRAME (INTERIM/ULTIMATE) – WITH/WITHOUT EGLINTON RAPID TRANSIT															
				1. OFFICE/RETAIL				2. MIXED-USE				3. RES-OPEN SPACE				4. COMBINED			
				INTERIM		ULTIMATE		INTERIM		ULTIMATE		INTERIM		ULTIMATE		INTERIM		ULTIMATE	
LINK IN OUT	EXISTING VOLUME	NOMINAL CAPACITY	RESIDUAL CAPACITY	W/O	W	W/O	W	W/O	W	W/O	W	W/O	W	W/O	W	W/O	W	W/O	W
• Treth/Jane																			
IN	1300	1400	100	50	30	85	50	90	65	145	110	75	60	95	75	120	95	170	135
OUT	1250	1400	150	215	135	415	250	190	120	350	225	80	55	90	65	215	150	355	235
• Black Creek																			
IN	1550	2000	450	140	90	250	155	265	180	425	310	220	180	270	220	345	275	495	385
OUT	1750	2000	250	635	390	1210	735	560	345	1020	655	225	165	255	185	620	435	1035	690
• Keele																			
IN	1200	1400	200	95	60	165	100	205	145	325	245	185	150	225	180	260	210	375	295
OUT	1100	1400	300	420	260	810	490	385	240	700	455	175	125	195	145	430	300	715	480
• Weston N.																			
IN	800	900	100	45	30	75	45	90	65	145	105	80	65	95	80	115	95	165	130
OUT	650	1000	350	195	120	370	225	175	110	320	205	75	55	85	65	195	135	325	220
• Sub–total N.																			
IN	4850	5700	850	325	210	575	355	655	450	1035	770	560	450	685	555	835	680	1210	945
OUT	4750	5800	1050	1465	905	2805	1705	1315	810	2390	1535	565	405	625	460	1460	1020	2430	1625
• Eglinton West																			
IN	1100	1400	300	85	55	155	95	165	110	260	195	135	110	165	135	215	170	305	240
OUT	1650	1800	150	390	240	750	455	345	215	635	405	145	100	160	115	385	270	640	430
• Rogers																			
IN	500	750	250	40	25	65	40	80	55	125	90	65	55	80	65	100	80	145	110
OUT	500	1000	500	170	105	325	200	155	95	280	175	65	50	75	55	170	120	285	190
• Eglinton East																			
IN	850	1250	400	65	40	110	70	115	80	185	135	95	75	115	95	150	120	215	170
OUT	900	1000	100	285	175	545	330	250	155	455	290	105	70	115	80	275	195	460	310
• Alliance																			
IN	400	750	350	15	10	30	15	25	15	40	30	20	15	25	20	35	25	50	35
OUT	450	750	300	70	45	135	80	60	35	110	70	25	15	25	20	65	45	110	75
• West/Old West																			
IN	1600	3050	1450	110	70	195	120	270	190	420	320	250	200	305	250	335	270	485	385
OUT	2050	2400	350	490	300	935	570	465	295	835	545	220	160	245	185	515	365	850	580
• TOTAL																			
IN	9300	3050	3600	635	415	1130	695	1310	905	2065	1540	1125	910	1380	1120	1665	1350	2410	1890
OUT	10300	2400	2450	2870	1770	5500	3340	2585	1600	4705	3025	1120	805	1245	915	2870	2010	4780	3205

4.2 Findings and Conclusions

Based upon a review of the previously-discussed traffic generation parameters, road and transit system improvement measures considered consistent with each development scenario were identified for the two time frames. Table 5 summarizes the results. Key findings are as follows:

1. The Residential-Open Space (ROS) scenario generates significantly less vehicle trips than the other three options. Comparing the number of design hour vehicles leaving the study area on an index basis, where the 1,120 vehicle trips of the ROS scheme (interim time frame, without rapid transit) represent an index of 1.00, the other options would score as follows:

   - o Office/Retail (OR) = 2.6
   - o Mixed-Use (MU) = 2.3
   - o Combined (COM) = 2.6

2. The ROS scenario can reasonably be implemented without major transportation infrastructure improvements. Some intersection and operational improvement measures will be required. The need for other major system elements, such as an Eglinton Rapid Transit Line, would be largely dictated by other travel demand issues outside of the Black Creek study area.

3. Considering only **Interim** development intensities, any of the Office/Retail (OR), Mixed-Use (MU) or Combined (COM) scenarios can reasonably be supported by introduction of one major road widening -- namely Black Creek Drive. Introduction of an Eglinton GO Rail Station is also recommended in conjunction with adjacent commercial development. No significant travel demand differences are exhibited among these three scenarios, although the OR option has somewhat lower traffic-generating characteristics in the off-peak direction of flow; i.e., inbound to the study area during the afternoon peak period.

4. Build-out of the **Ultimate** development intensities of any of the OR, MU or COM scenarios is logically consistent with development of the Eglinton Rapid Transit line. Additional selective improvements to Black Creek Drive, north of the study area, and development of at least a partial circulation road around the Black Creek Drive/Eglinton intersection are also warranted.

TABLE 5 COMPARATIVE TRANSPORTATION IMPLICATIONS – INTERIM AND ULTIMATE DEVELOPMENT LEVELS –

DEVELOPMENT LEVEL SCENARIO	SELECTED IMPROVEMENT MEASURE [1]								
	OPER.	INTER. IMP.	GO STATION	WIDEN BLK CREEK	RING ROAD	G.S. BLK CREEK	WIDEN EGL. W.	EGL. R.T.	FULL GO SERVICE
INTERIM									
1. OFFICE/RETAIL	●	●	●	●	○				
2. MIXED-USE	●	●	●	●	○				
3. RESIDENTIAL/OPEN SPACE	●	◕	○						
4. COMBINED	●	●	●	●	○				
ULTIMATE									
1. OFFICE/RETAIL	●	●	●	◕	◕	●	○	●	◕
2. MIXED-USE	●	●	●	◕	◕	●	○	●	◕
3. RESIDENTIAL/OPEN SPACE	●	◕	○					○	○
4. COMBINED	●	●	●	◕	◕	●	○	●	◕

1. Refer to text (Chapter 3) for description of each improvement measure. Key to requirement.

○ Desirable ◕ Partial Requirement ● Recommended

APPENDIX

- Detailed Link Assignments

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #1 - OFFICE/RETAIL
Development Time-frame: NEAR TERM HARES/SWIDZINSKI
Design Period: PM PEAK

INBOUND TRIPS:

Development Sector / Land Use	Quantity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey		Black Creek		Keele		Weston		North Subtotal	FROM WEST: Eglinton		FROM EAST: Rogers		Eglinton		FROM SOUTH: Alliance		Weston/ Old Weston		Check Totals	
				%	#	%	#	%	#	%	#		%	#	%	#	%	#	%	#	%	#		
NORTHWEST:																								
Office	17,700	0.20	38	7.4%	3	21.6%	8	14.4%	5	6.6%	3	19	13.4%	5	5.8%	2	9.7%	4	2.4%	1	16.7%	6	58.0%	37
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	58.0%	7
Total			46		3		10		7		3	23		6		3		4		1		8		45
NORTHEAST																								
Residential			0	6.6%	0	18.5%	0	16.0%	0	6.5%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	57.7%	0
Office	40,200	0.20	86	7.4%	6	21.6%	19	14.4%	12	6.6%	6	43	13.4%	12	5.8%	5	9.7%	8	2.4%	2	16.7%	14	58.0%	85
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	58.0%	118
Total			207		15		45		30		14	103		28		12		20		5		35		203
CENTRAL																								
Residential			0	6.6%	0	18.5%	0	16.0%	0	6.5%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	57.7%	0
Office	154,000	0.20	331	7.4%	25	21.6%	72	14.4%	48	6.6%	22	166	13.4%	44	5.8%	19	9.7%	32	2.4%	8	16.7%	55	58.0%	325
Retail	3,100	2.00	67	7.4%	5	21.6%	14	14.4%	10	6.6%	4	33	13.4%	9	5.8%	4	9.7%	6	2.4%	2	16.7%	11	58.0%	65
Retail			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	58.0%	0
Hotel			398		29		86		57		26	199		53		23		33		10		66		350
Total																								
HOME																								
Residential			0	6.6%	0	18.5%	0	16.0%	0	6.5%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	57.7%	0
GRAND TOTAL			650		48		140		91		43	325		87		38		63		16		109		637

OUTBOUND TRIPS:

Development Sector / Land Use	Quantity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey		Black Creek		Keele		Weston			TO WEST: Eglinton		TO EAST: Rogers		Eglinton		TO SOUTH: Alliance		Weston/ Old Weston		Check Totals	
				%	#	%	#	%	#	%	#		%	#	%	#	%	#	%	#	%	#		
NORTHWEST:																								
Office	17,700	1.20	228	7.4%	17	21.6%	49	14.4%	33	6.6%	15	114	13.4%	31	5.8%	13	9.7%	22	2.4%	5	16.7%	38	58.0%	224
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	58.0%	7
Total			236		17		51		34		16	118		32		14		23		6		39		231
NORTHEAST																								
Residential	0		0	6.6%	0	18.5%	0	16.0%	0	6.5%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	57.7%	0
Office	40,200	1.20	519	7.4%	38	21.6%	112	14.4%	75	6.6%	34	259	13.4%	70	5.8%	30	9.7%	50	2.4%	12	16.7%	87	58.0%	508
Office		1.20	519	7.4%	38	21.6%	112	14.4%	75	6.6%	34	259	13.4%	70	5.8%	30	9.7%	50	2.4%	12	16.7%	87	58.0%	508
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	58.0%	118
Total			639		47		138		92		42	320		86		37		62		15		107		626
CENTRAL																								
Residential	0		0	6.6%	0	18.5%	0	16.0%	0	6.5%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	57.7%	0
Office	154,000	1.20	1,907	7.4%	147	21.6%	429	14.4%	286	6.6%	131	994	13.4%	266	5.8%	115	9.7%	193	2.4%	48	16.7%	332	58.0%	1,947
Office		1.20	1,907	7.4%	147	21.6%	429	14.4%	286	6.6%	131	994	13.4%	266	5.8%	115	9.7%	193	2.4%	48	16.7%	332	58.0%	1,947
Retail	3,100	2.00	67	7.4%	5	21.6%	14	14.4%	10	6.6%	4	33	13.4%	9	5.8%	4	9.7%	6	2.4%	2	16.7%	11	58.0%	65
Retail	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	58.0%	0
Hotel			2,054		152		444		296		136	1,027		275		119		199		48		343		2,013
Total																								
HOME																								
Residential	0		0	6.6%	0	18.5%	0	16.0%	0	6.5%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	57.7%	0
GRAND TOTAL			2,929		217		633		422		193	1,464		392		170		284		70		489		2,870

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #2 - MIXED USE
Development Time-Frame: NEAR TERM RATES/INTERIM
Design Period: PM PEAK

INBOUND TRIPS:

Development Sector / Land Use	Criteria(sq')	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey X	Trethewey #	Black Creek X	Black Creek #	Keele X	Keele #	Weston X	Weston #	#	FROM WEST: Eglinton X	Eglinton #	FROM EAST: Rogers X	Rogers #	Eglinton X	Eglinton #	FROM SOUTH: Alliance X	Alliance #	Weston/ Old Weston X	Weston/ Old Weston #	Check Totals		
NORTHWEST:																									
Office	11,600	0.20	25	7.4%	2	21.6%	5	14.4%	4	6.6%	2	12	13.4%	3	5.8%	1	9.7%	2	2.4%	1	16.7%	4	98.0%	24	
NORTHEAST																									
Residential	1,785	0.30	536	6.6%	35	18.9%	101	16.0%	86	6.9%	37	259	11.7%	63	5.8%	31	8.1%	43	1.6%	9	22.1%	118	97.7%	523	
Office	46,200	0.20	99	7.4%	7	21.6%	21	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	97	
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	98.0%	7	
Total			642		43		124		101		44	313		77		37		54		11		136		628	
CENTRAL																									
Residential	1,025	0.30	308	6.6%	20	18.9%	58	16.0%	49	6.9%	21	149	11.7%	36	5.8%	18	8.1%	25	1.6%	5	22.1%	68	97.7%	300	
Office	102,500	0.20	220	7.4%	16	21.6%	48	14.4%	32	6.6%	15	110	13.4%	30	5.8%	13	9.7%	21	2.4%	5	16.7%	37	98.0%	216	
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%	42	
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98	
Total			671		47		137		102		46	331		85		39		60		14		129		657	
HYDE																									
Residential			0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0	
GRAND TOTAL			1,338		92		266		206		91	655		165		78		116		25		269		1,309	

OUTBOUND TRIPS:

Development Sector / Land Use	Criteria(sq')	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey X	Trethewey #	Black Creek X	Black Creek #	Keele X	Keele #	Weston X	Weston #	#	TO WEST: Eglinton X	Eglinton #	TO EAST: Rogers X	Rogers #	Eglinton X	Eglinton #	TO SOUTH: Alliance X	Alliance #	Weston/ Old Weston X	Weston/ Old Weston #	Check Totals		
NORTHWEST:																									
Office	11,600	1.20	150	7.4%	11	21.6%	32	14.4%	22	6.6%	10	75	13.4%	20	5.8%	9	9.7%	15	2.4%	4	16.7%	25	98.0%	147	
NORTHEAST																									
Residential	1,785	0.15	268	6.6%	18	18.9%	51	16.0%	43	6.9%	18	130	11.7%	31	5.8%	16	8.1%	22	1.6%	4	22.1%	59	97.7%	262	
Office	46,200	1.20	596	7.4%	44	21.6%	129	14.4%	86	6.6%	39	298	13.4%	80	5.8%	35	9.7%	58	2.4%	14	16.7%	100	98.0%	584	
Office	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	98.0%	7	
Retail			871		62		181		130		58	431		112		51		80		19		160		853	
Total																									
CENTRAL																									
Residential	1,025	0.15	154	6.6%	10	18.9%	29	16.0%	25	6.9%	11	74	11.7%	18	5.8%	9	8.1%	12	1.6%	2	22.1%	34	97.7%	150	
Office	102,500	1.20	1,323	7.4%	98	21.6%	286	14.4%	190	6.6%	87	661	13.4%	177	5.8%	77	9.7%	128	2.4%	32	16.7%	221	98.0%	1,296	
Office	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%	42	
Retail	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98	
Hotel			1,619		119		346		236		107	807		214		94		155		38		279		1,586	
Total																									
HYDE																									
Residential	0		0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0	
GRAND TOTAL			2,640		132		359		287		176	1,313		349		153		249		60		464		2,586	

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #3 - RESIDENTIAL/OPEN SPACE
Development Time-frame: NEAR TERM RATES/INTERIM
Design Period: PM PEAK

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey x	Trethewey #	Black Creek x	Black Creek #	Keele x	Keele #	Weston x	Weston #	#	FROM WEST: Eglinton x	Eglinton #	FROM EAST: Rogers x	Rogers #	Eglinton x	Eglinton #	FROM SOUTH: Alliance x	Alliance #	Weston/Old Weston x	Weston/Old Weston #	Check Totals	
NORTHWEST:																								
Office			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																								
Residential	1,175	0.30	353	6.6%	23	18.9%	67	16.0%	56	6.9%	24	171	11.7%	41	5.8%	20	8.1%	29	1.6%	6	22.1%	78	97.7%	344
Office			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			353		23		67		56		24	171		41		20		29		6		78		344
CENTRAL																								
Residential	1,650	0.30	495	6.6%	33	18.9%	94	16.0%	79	6.9%	34	240	11.7%	58	5.8%	29	8.1%	40	1.6%	8	22.1%	109	97.7%	484
Office	47,000	0.20	101	7.4%	7	21.6%	22	14.4%	15	6.6%	7	51	13.4%	14	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	99
Retail	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Hotel			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			616		42		120		97		42	300		74		36		52		11		130		602
HYDE																								
Residential	615	0.30	185	6.6%	12	18.9%	35	16.0%	30	6.9%	13	89	11.7%	22	5.8%	11	8.1%	15	1.6%	3	22.1%	41	97.7%	180
GRAND TOTAL			1,153		77		221		183		79	560		137		67		95		19		248		1,127

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey x	Trethewey #	Black Creek x	Black Creek #	Keele x	Keele #	Weston x	Weston #	#	TO WEST: Eglinton x	Eglinton #	TO EAST: Rogers x	Rogers #	Eglinton x	Eglinton #	TO SOUTH: Alliance x	Alliance #	Weston/Old Weston x	Weston/Old Weston #	Check Totals	
NORTHWEST:																								
Office	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																								
Residential	1,175	0.15	176	6.6%	12	18.9%	33	16.0%	28	6.9%	12	85	11.7%	21	5.8%	10	8.1%	14	1.6%	3	22.1%	39	97.7%	172
Office	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			176		12		33		28		12	85		21		10		14		3		39		172
CENTRAL																								
Residential	1,650	0.15	248	6.6%	16	18.9%	47	16.0%	40	6.9%	17	120	11.7%	29	5.8%	14	8.1%	20	1.6%	4	22.1%	55	97.7%	242
Office	47,000	1.20	606	7.4%	45	21.6%	131	14.4%	87	6.6%	40	303	13.4%	81	5.8%	35	9.7%	59	2.4%	15	16.7%	101	98.0%	594
Retail	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Hotel	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			874		63		182		130		58	433		113		51		81		19		159		856
HYDE																								
Residential	615	0.15	92	6.6%	6	18.9%	17	16.0%	15	6.9%	6	45	11.7%	11	5.8%	5	8.1%	7	1.6%	1	22.1%	20	97.7%	90
GRAND TOTAL			1,143		80		233		173		77	563		144		66		103		23		219		1,118

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #4 - COMBINED
Development Time-frame: NEAR TERM RATES/INTERIM
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Gfa/Unit(s)	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																							
Office	26,600	0.20	57	7.4%	4	21.6%	12	14.4%	8	6.6%	4	29	13.4%	8	5.8%	3	9.7%	6	2.4%	1	16.7%	10	98.0%	56
NORTHEAST												208	11.7%	50	5.8%	25	8.1%	35	1.6%	7	22.1%	95	97.7%	419
Residential	1,430	0.30	429	6.6%	28	18.9%	81	16.0%	69	6.9%	30	30	13.4%	8	5.8%	3	9.7%	6	2.4%	1	16.7%	10	98.0%	59
Office	28,000	0.20	60	7.4%	4	21.6%	13	14.4%	9	6.6%	4	151	13.4%	40	5.8%	23	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Retail	14,000	2.00	301	7.4%	22	21.6%	65	14.4%	43	6.6%	20	360		99		48		70		16		155		773
Total			790		55		159		121		53													
CENTRAL												149	11.7%	36	5.8%	18	8.1%	25	1.6%	5	22.1%	68	97.7%	300
Residential	1,025	0.30	308	6.6%	20	18.9%	58	16.0%	49	6.9%	21	110	13.4%	30	5.8%	13	9.7%	21	2.4%	5	16.7%	37	98.0%	216
Office	102,500	0.20	220	7.4%	16	21.6%	48	14.4%	32	6.6%	15	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%	42
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	331		85		39		60		14		129		657
Total			671		47		137		102		46													
HOE												89	11.7%	22	5.8%	11	8.1%	15	1.6%	3	22.1%	41	97.7%	100
Residential	615	0.30	185	6.6%	12	18.9%	35	16.0%	30	6.9%	13	837		213		99		150		34		334		1,666
GRAND TOTAL			1,703		119		343		260		115													

OUTBOUND TRIPS:

Development Sector / Land Use	Gfa/Unit(s)	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																							
Office	26,600	1.20	343	7.4%	25	21.6%	74	14.4%	49	6.6%	23	172	13.4%	46	5.8%	20	9.7%	33	2.4%	8	16.7%	57	98.0%	336
NORTHEAST												104	11.7%	25	5.8%	12	8.1%	17	1.6%	3	22.1%	47	97.7%	210
Residential	1,430	0.15	215	6.6%	14	18.9%	41	16.0%	34	6.9%	15	181	13.4%	48	5.8%	21	9.7%	35	2.4%	9	16.7%	60	98.0%	354
Office	28,000	1.20	361	7.4%	27	21.6%	78	14.4%	52	6.6%	24	151	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Retail	14,000	2.00	301	7.4%	22	21.6%	65	14.4%	43	6.6%	20	436		114		51		82		19		158		899
Total			877		63		184		130		59													
CENTRAL												74	11.7%	18	5.8%	9	8.1%	12	1.6%	2	22.1%	34	97.7%	150
Residential	1,025	0.15	154	6.6%	10	18.9%	29	16.0%	25	6.9%	11	661	13.4%	177	5.8%	77	9.7%	128	2.4%	32	16.7%	221	98.0%	1,236
Office	102,500	1.20	1,323	7.4%	98	21.6%	286	14.4%	190	6.6%	87	22	13.4%	6	5.8%	3	9.7%	4	2.4%	1	16.7%	7	98.0%	42
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	807		214		94		155		38		279		1,586
Total			1,619		119		346		236		107													
HOE												45	11.7%	11	5.8%	5	8.1%	7	1.6%	1	22.1%	20	97.7%	90
Residential	615	0.15	92	6.6%	6	18.9%	17	16.0%	15	6.9%	6	1,438		365		170		277		67		514		2,872
GRAND TOTAL			2,932		213		621		430		195													

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #1 - OFFICE/RETAIL
Development Timeframe: FOR TTSH RATES/INTERIM
Design Period: PM PEAK

INBOUND TRIPS:

Development Sector / Land Use	Gfa/Unit(s)	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	North Subtotal	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Allence %	Allence #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals
NORTHWEST:																							
Office	17,700	0.10	15	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	93.0% 19
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	93.0% 7
Total			27		2		6		4		2	15		4		2		3		1		4	26
NORTHEAST																							
Residential			0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7% 0
Office	40,200	0.10	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	3	9.7%	4	2.4%	1	16.7%	7	93.0% 42
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	93.0% 118
Total			164		12		35		24		11	82		22		9		16		4		27	160
CENTRAL																							
Residential			0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7% 0
Office	154,000	0.10	166	7.4%	12	21.6%	36	14.4%	24	6.6%	11	83	13.4%	22	5.8%	10	9.7%	16	2.4%	4	16.7%	28	93.0% 162
Retail	3,100	2.00	67	7.4%	5	21.6%	14	14.4%	10	6.6%	4	33	13.4%	9	5.8%	4	9.7%	6	2.4%	2	16.7%	11	93.0% 65
Retail			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	93.0% 0
Hotel			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	93.0% 0
Total			232		17		50		33		15	116		31		13		23		6		39	228
HOE																							
Residential			0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7% 0
														57		25		41		10		71	414
GRAND TOTAL			422		31		91		61		28	211											

OUTBOUND TRIPS:

Development Sector / Land Use	Gfa/Unit(s)	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #		TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Allence %	Allence #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals
NORTHWEST:																							
Office	17,700	0.80	152	7.4%	11	21.6%	33	14.4%	22	6.6%	10	76	13.4%	20	5.8%	9	9.7%	15	2.4%	4	16.7%	25	93.0% 149
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	93.0% 7
Total			160		12		35		23		11	80		21		9		15		4		27	157
NORTHEAST																							
Residential	0		0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7% 0
Office	40,200	0.70	303	7.4%	22	21.6%	65	14.4%	44	6.6%	20	151	13.4%	41	5.8%	18	9.7%	29	2.4%	7	16.7%	51	93.0% 297
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	93.0% 118
Total			423		31		91		61		28	212		57		25		41		10		71	415
CENTRAL																							
Residential	0		0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7% 0
Office	154,000	0.70	1,159	7.4%	86	21.6%	250	14.4%	167	6.6%	77	580	13.4%	155	5.8%	67	9.7%	112	2.4%	28	16.7%	194	93.0% 1,126
Retail	3,100	2.00	67	7.4%	5	21.6%	14	14.4%	10	6.6%	4	33	13.4%	9	5.8%	4	9.7%	6	2.4%	2	16.7%	11	93.0% 65
Retail	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	93.0% 0
Hotel			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	93.0% 0
Total			1,226		91		265		177		81	613		164		71		119		29		205	1,201
HOE																							
Residential	0		0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7% 0
														242		105		175		43		302	1,772
GRAND TOTAL			1,609		134		391		260		119	904											

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #2 - MIXED USE
Development Timeframe: FAR TERM AMEN/INTERIM
Design Period: PM PEAK

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trafalgar		Black Creek		Keele		Weston			FROM WEST: Eglinton		FROM EAST: Rogers		Eglinton		FROM SOUTH: Alliance		Weston/ Old Weston		Check Totals
				%	#	%	#	%	#	%	#	#	%	#	%	#	%	#	%	#	%	#	
NORTHWEST:																							
Office	11,600	0.10	12	7.4%	1	21.6%	3	14.4%	2	6.6%	1	6	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	2	98.0%
NORTHEAST																							
Residential	1,785	0.25	446	6.6%	29	18.5%	84	16.0%	71	6.9%	31	216	11.7%	52	5.8%	26	8.1%	36	1.6%	7	22.1%	99	97.7%
Office	45,200	0.10	90	7.4%	4	21.6%	11	14.4%	7	6.6%	3	25	13.4%	7	5.8%	3	9.7%	5	2.4%	1	16.7%	8	98.0%
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	98.0%
Total			503		34		97		80		35	245		60		29		42		9		108	
CENTRAL																							
Residential	1,025	0.25	256	6.6%	17	18.5%	48	16.0%	41	6.9%	18	124	11.7%	30	5.8%	15	8.1%	21	1.6%	4	22.1%	57	97.7%
Office	102,500	0.10	110	7.4%	8	21.6%	24	14.4%	16	6.6%	7	55	13.4%	15	5.8%	6	9.7%	11	2.4%	3	16.7%	18	98.0%
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%
Hotel	250		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%
Total			409		28		82		63		28	201		51		24		36		8		82	
HYDE																							
Residential			0	6.6%	0	18.5%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%
GRAND TOTAL			925		63		181		144		63	451		112		54		79		17		192	

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trafalgar		Black Creek		Keele		Weston			TO WEST: Eglinton		TO EAST: Rogers		Eglinton		TO SOUTH: Alliance		Weston/ Old Weston		Check Totals
				%	#	%	#	%	#	%	#	#	%	#	%	#	%	#	%	#	%	#	
NORTHWEST:																							
Office	11,600	0.80	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%
NORTHEAST																							
Residential	1,785	0.13	232	6.6%	15	18.5%	44	16.0%	37	6.9%	16	112	11.7%	27	5.8%	13	8.1%	19	1.6%	4	22.1%	51	97.7%
Office	45,200	0.70	348	7.4%	26	21.6%	75	14.4%	50	6.6%	23	174	13.4%	47	5.8%	20	9.7%	34	2.4%	8	16.7%	58	98.0%
Retail	350	2.00	8	7.4%	1	21.6%	2	14.4%	1	6.6%	0	4	13.4%	1	5.8%	0	9.7%	1	2.4%	0	16.7%	1	98.0%
Total			587		42		121		88		39	290		75		34		53		12		111	
CENTRAL																							
Residential	1,025	0.13	133	6.6%	9	18.5%	25	16.0%	21	6.9%	9	64	11.7%	16	5.8%	8	8.1%	11	1.6%	2	22.1%	29	97.7%
Office	102,500	0.70	772	7.4%	57	21.6%	167	14.4%	111	6.6%	51	386	13.4%	103	5.8%	45	9.7%	75	2.4%	19	16.7%	129	98.0%
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%
Hotel	250		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%
Total			948		69		201		139		63	472		125		55		93		22		165	
HYDE																							
Residential	0		0	6.6%	0	18.5%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%
GRAND TOTAL			1,635		118		343		241		109	812		213		95		153		36		293	1.

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #3 - RESIDENTIAL/OPEN SPACE
Development Time-frame: FAR TERM RATES/INTERIM
Design Period: PM PEAK

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																								
Residential	1,175	0.25	294	6.6%	19	18.9%	56	16.0%	47	6.9%	20	142	11.7%	34	5.8%	17	8.1%	24	1.6%	5	22.1%	65	97.7%	287
Office			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			294		19		56		47		20	142		34		17		24		5		65		287
CENTRAL																								
Residential	1,650	0.25	413	6.6%	27	18.9%	78	16.0%	66	6.9%	28	200	11.7%	48	5.8%	24	8.1%	33	1.6%	7	22.1%	91	97.7%	403
Office	47,000	0.10	51	7.4%	4	21.6%	11	14.4%	7	6.6%	3	25	13.4%	7	5.8%	3	9.7%	5	2.4%	1	16.7%	8	98.0%	50
Retail	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Hotel			0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			483		32		93		76		33	235		58		28		40		8		103		472
HYDE																								
Residential	615	0.25	154	6.6%	10	18.9%	29	16.0%	25	6.9%	11	74	11.7%	18	5.8%	9	8.1%	12	1.6%	2	22.1%	34	97.7%	150
GRAND TOTAL			931		62		178		148		64	452		110		54		77		15		202		910

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																								
Residential	1,175	0.13	153	6.6%	10	18.9%	29	16.0%	24	6.9%	11	74	11.7%	18	5.8%	9	8.1%	12	1.6%	2	22.1%	34	97.7%	149
Office	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			153		10		29		24		11	74		18		9		12		2		34		149
CENTRAL																								
Residential	1,650	0.13	215	6.6%	14	18.9%	41	16.0%	34	6.9%	15	104	11.7%	25	5.8%	12	8.1%	17	1.6%	3	22.1%	47	97.7%	210
Office	47,000	0.70	354	7.4%	26	21.6%	76	14.4%	51	6.6%	23	177	13.4%	47	5.8%	21	9.7%	34	2.4%	8	16.7%	59	98.0%	347
Office	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Retail	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Retail	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Hotel	0		0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			588		42		121		88		39	291		75		34		54		12		110		576
HYDE																								
Residential	615	0.13	80	6.6%	5	18.9%	15	16.0%	13	6.9%	6	39	11.7%	9	5.8%	5	8.1%	6	1.6%	1	22.1%	18	97.7%	78
GRAND TOTAL			821		57		165		125		56	403		102		49		72		16		161		803

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #4 - COMBINED
Development Time-Frame: FAR TERM RATES/INTERIM
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/Old Weston %	Weston/Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office	26,600	0.10	29	7.4%	2	21.6%	6	14.4%	4	6.6%	2	14	13.4%	4	5.8%	2	9.7%	3	2.4%	1	16.7%	5	98.0%	28
NORTHEAST																								
Residential	1,400	0.25	350	6.6%	24	18.9%	66	16.0%	57	6.9%	25	173	11.7%	42	5.8%	21	0.1%	29	1.6%	6	22.1%	79	97.7%	349
Office	28,000	0.10	30	7.4%	2	21.6%	7	14.4%	4	6.6%	2	15	13.4%	4	5.8%	2	9.7%	3	2.4%	1	16.7%	5	98.0%	30
Office	28,000	0.10	30	7.4%	2	21.6%	65	14.4%	43	6.6%	20	151	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Retail	14,000	2.00	301	7.4%	22	21.6%	139	14.4%	105	6.6%	47	339		86		40		61		14		134		674
Total			689		48																			
CENTRAL																								
Residential	1,025	0.25	256	6.6%	17	18.9%	48	16.0%	41	6.9%	18	124	11.7%	30	5.8%	15	0.1%	21	1.6%	4	22.1%	57	97.7%	250
Office	102,500	0.10	110	7.4%	8	21.6%	24	14.4%	16	6.6%	7	55	13.4%	15	5.8%	6	9.7%	11	2.4%	3	16.7%	18	98.0%	109
Office	102,500	0.10	110	7.4%	8	21.6%	24	14.4%	16	6.6%	7	55	13.4%	15	5.8%	6	9.7%	11	2.4%	3	16.7%	18	98.0%	109
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%	42
Retail	2,000	2.00	43	7.4%	3	21.6%	9	14.4%	6	6.6%	3	22	13.4%	6	5.8%	2	9.7%	4	2.4%	1	16.7%	7	98.0%	98

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #1 - OFFICE/RETAIL
Development Time-frame: NEAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston #	FROM WEST: Eglinton #	Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton #	FROM SOUTH: Eglinton %	Eglinton #	Allience %	Allience #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHEAST:																								
Office	26,500	0.20	57	7.4%	4	21.6%	12	14.4%	8	6.6%	4	28	13.4%	8	5.8%	3	9.7%	6	2.4%	1	16.7%	10	98.0%	56
Retail	550	2.00	11	7.4%	1	21.6%	2	14.4%	2	6.6%	1	6	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	2	98.0%	11
Total			68		5		15		10		5	34		9		4		7		2		11		67
NORTHEAST																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Office	80,400	0.20	173	7.4%	13	21.6%	37	14.4%	25	6.6%	11	86	13.4%	23	5.8%	10	9.7%	17	2.4%	4	16.7%	29	98.0%	169
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	98.0%	118
Total			293		22		63		42		19	147		39		17		29		7		49		287
CENTRAL																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Residential	307,900	0.20	661	7.4%	49	21.6%	143	14.4%	95	6.6%	44	331	13.4%	89	5.8%	38	9.7%	64	2.4%	16	16.7%	110	98.0%	648
Office	6,100	2.00	131	7.4%	10	21.6%	28	14.4%	19	6.6%	9	66	13.4%	18	5.8%	8	9.7%	13	2.4%	3	16.7%	22	98.0%	129
Retail	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Hotel			792		59		171		114		52	396		106		46		77		19		132		777
Total																								
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			1,154		85		249		166		76	577		155		67		112		28		193		1,131

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston #	TO WEST: Eglinton #	Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton #	TO SOUTH: Eglinton %	Eglinton #	Allience %	Allience #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHEAST:																								
Office	26,500	1.20	342	7.4%	25	21.6%	74	14.4%	49	6.6%	23	171	13.4%	46	5.8%	20	9.7%	33	2.4%	8	16.7%	57	98.0%	335
Retail	550	2.00	11	7.4%	1	21.6%	2	14.4%	2	6.6%	1	6	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	2	98.0%	11
Total			353		26		76		51		23	177		47		20		34		8		59		346
NORTHEAST																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Residential	80,400	1.20	1,037	7.4%	77	21.6%	224	14.4%	149	6.6%	68	519	13.4%	139	5.8%	60	9.7%	101	2.4%	25	16.7%	173	98.0%	1,017
Office	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	98.0%	118
Retail			1,158		86		250		167		76	579		155		67		112		28		193		1,135
Total																								
CENTRAL																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Residential	307,500	1.20	3,968	7.4%	294	21.6%	857	14.4%	571	6.6%	262	1,984	13.4%	532	5.8%	230	9.7%	385	2.4%	95	16.7%	663	98.0%	3,888
Office	6,100	2.00	131	7.4%	10	21.6%	28	14.4%	19	6.6%	9	66	13.4%	18	5.8%	8	9.7%	13	2.4%	3	16.7%	22	98.0%	129
Retail	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Hotel			4,099		303		885		590		271	2,049		549		238		398		98		685		4,017
Total																								
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			5,610		415		1,212		808		370	2,805		752		325		544		135		937		5,498

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #2 - MIXED USE
Development Timeframe: NEAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/Old Weston %	Weston/Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office	23,100	0.20	50	7.4%	4	21.6%	11	14.4%	7	6.6%	3	25	13.4%	7	5.8%	3	9.7%	5	2.4%	1	16.7%	8	98.0%	49
NORTHEAST																								
Residential	2,105	0.30	632	6.6%	42	18.9%	119	16.0%	101	6.9%	44	306	11.7%	74	5.8%	37	8.1%	51	1.6%	10	22.1%	140	97.7%	617
Office	80,200	0.20	172	7.4%	13	21.6%	37	14.4%	25	6.6%	11	86	13.4%	23	5.8%	10	9.7%	17	2.4%	4	16.7%	29	98.0%	169
Retail	700	2.00	15	7.4%	1	21.6%	3	14.4%	2	6.6%	1	8	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	3	98.0%	15
Total			819		56		160		128		56	399		99		48		69		15		171		801
CENTRAL																								
Residential	2,050	0.30	615	6.6%	41	18.9%	116	16.0%	98	6.9%	42	298	11.7%	72	5.8%	36	8.1%	50	1.6%	10	22.1%	136	97.7%	601
Office	205,000	0.20	441	7.4%	33	21.6%	95	14.4%	63	6.6%	29	220	13.4%	59	5.8%	26	9.7%	43	2.4%	11	16.7%	74	98.0%	432
Retail	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	90
Total			1,244		87		252		189		84	612		156		72		111		25		241		1,217
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			2,113		146		423		324		143	1,036		262		123		185		41		420		2,067

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/Old Weston %	Weston/Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office	23,100	1.20	298	7.4%	22	21.6%	64	14.4%	43	6.6%	20	149	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	292
NORTHEAST																								
Residential	2,105	0.15	316	6.6%	21	18.9%	60	16.0%	51	6.9%	22	153	11.7%	37	5.8%	18	8.1%	26	1.6%	5	22.1%	70	97.7%	300
Office	80,200	1.20	1,035	7.4%	77	21.6%	224	14.4%	149	6.6%	68	517	13.4%	139	5.8%	60	9.7%	100	2.4%	25	16.7%	173	98.0%	1,014
Retail	700	2.00	15	7.4%	1	21.6%	3	14.4%	2	6.6%	1	8	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	3	98.0%	15
Total			1,366		99		286		202		91	678		178		79		127		30		246		1,331
CENTRAL																								
Residential	2,050	0.15	308	6.6%	20	18.9%	58	16.0%	49	6.9%	21	149	11.7%	36	5.8%	18	8.1%	25	1.6%	5	22.1%	68	97.7%	300
Office	205,000	1.20	2,645	7.4%	196	21.6%	571	14.4%	381	6.6%	175	1,323	13.4%	354	5.8%	153	9.7%	257	2.4%	63	16.7%	442	98.0%	2,592
Retail	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Total			3,141		230		670		457		208	1,565		416		182		300		73		541		3,077
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			4,805		351		1,021		702		319	2,392		633		279		456		110		836		4,709

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: 83 - RESIDENTIAL/OPEN SPACE
Development Time-frame: NEAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey		Black Creek		Keele		Weston		FROM WEST: Eglinton		FROM EAST: Rogers		Eglinton		FROM SOUTH: Alliance		Weston/ Old Weston		Check Totals	
				%	#	%	#	%	#	%	#	#	%	#	%	#	%	#	%	#	%	#	%	#
NORTHWEST:																							
Office	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																							
Residential	1,570	0.30	471	6.6%	31	18.9%	89	16.0%	75	6.9%	32	228	11.7%	55	5.8%	27	8.1%	38	1.6%	8	22.1%	104	97.7%	460
Office	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			471		31		89		75		32	228		55		27		38		8		104		460
CENTRAL																							
Residential	2,115	0.30	635	6.6%	42	18.9%	120	16.0%	102	6.9%	44	337	11.7%	74	5.8%	37	8.1%	51	1.6%	10	22.1%	140	97.7%	620
Office	47,000	0.20	101	7.4%	7	21.6%	22	14.4%	15	6.6%	7	51	13.4%	14	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	99
Office	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Retail

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: B4 - COMBINED
Development Time-Frame: NEAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office	26,500	0.20	57	7.4%	4	21.6%	12	14.4%	8	6.6%	4	28	13.4%	8	5.8%	3	9.7%	6	2.4%	1	16.7%	10	98.0%	56
NORTHEAST																								
Residential	1,860	0.30	558	6.6%	37	18.9%	105	16.0%	89	6.9%	39	270	11.7%	65	5.8%	32	8.1%	45	1.6%	9	22.1%	123	97.7%	545
Office	56,000	0.20	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	98.0%	118
Retail	14,000	2.00	301	7.4%	22	21.6%	65	14.4%	43	6.6%	20	151	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Total			980		68		197		150		66	481		122		57		86		19		194		958
CENTRAL																								
Residential	2,050	0.30	615	6.6%	41	18.9%	116	16.0%	98	6.9%	42	298	11.7%	72	5.8%	36	8.1%	50	1.6%	10	22.1%	136	97.7%	601
Office	205,000	0.20	441	7.4%	33	21.6%	95	14.4%	63	6.6%	29	220	13.4%	59	5.8%	26	9.7%	43	2.4%	11	16.7%	74	98.0%	432
Office	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Retail	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Hotel			1,244		87		252		189		84	612		156		72		111		25		241		1,217
Total																								
HYDE																								
Residential	615	0.30	185	6.6%	12	18.9%	35	16.0%	30	6.9%	13	89	11.7%	22	5.8%	11	8.1%	15	1.6%	3	22.1%	41	97.7%	180
GRAND TOTAL			2,455		172		496		377		167	1,211		307		143		217		49		485		2,412

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHWEST:																								
Office	26,500	1.20	342	7.4%	25	21.6%	74	14.4%	49	6.6%	23	171	13.4%	46	5.8%	20	9.7%	33	2.4%	8	16.7%	57	98.0%	335
NORTHEAST																								
Residential	1,860	0.15	279	6.6%	18	18.9%	53	16.0%	45	6.9%	19	135	11.7%	33	5.8%	16	8.1%	23	1.6%	4	22.1%	62	97.7%	273
Residential	56,000	1.20	723	7.4%	53	21.6%	156	14.4%	104	6.6%	48	361	13.4%	97	5.8%	42	9.7%	70	2.4%	17	16.7%	121	98.0%	708
Office	14,000	2.00	301	7.4%	22	21.6%	65	14.4%	43	6.6%	20	151	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Retail			1,303		94		274		192		87	647		170		76		122		29		233		1,276
Total																								
CENTRAL																								
Residential	2,050	0.15	308	6.6%	20	18.9%	58	16.0%	49	6.9%	21	149	11.7%	36	5.8%	18	8.1%	25	1.6%	5	22.1%	68	97.7%	300
Residential	205,000	1.20	2,645	7.4%	196	21.6%	571	14.4%	381	6.6%	175	1,323	13.4%	354	5.8%	153	9.7%	257	2.4%	63	16.7%	442	98.0%	2,592
Office	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Retail	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Hotel			3,141		230		670		457		208	1,565		416		182		300		73		541		3,077
Total																								
HYDE																								
Residential	615	0.15	92	6.6%	6	18.9%	17	16.0%	15	6.9%	6	45	11.7%	11	5.8%	5	8.1%	7	1.6%	1	22.1%	20	97.7%	90
GRAND TOTAL			4,878		356		1,035		713		324	2,428		642		283		452		112		851		4,778

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #1 - OFFICE/RETAIL
Development Timeframe: FAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHEAST:																								
Office	26,500	0.10	28	7.4%	2	21.6%	6	14.4%	4	6.6%	2	14	13.4%	4	5.8%	2	9.7%	3	2.4%	1	16.7%	5	98.0%	28
Retail	550	2.00	11	7.4%	1	21.6%	2	14.4%	2	6.6%	1	6	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	2	98.0%	11
Total			40		3		9		6		3	20		5		2		4		1		7		39
NORTHEAST																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Office	80,400	0.10	86	7.4%	6	21.6%	19	14.4%	12	6.6%	6	43	13.4%	12	5.8%	5	9.7%	8	2.4%	2	16.7%	14	98.0%	85
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	98.0%	118
Total			207		15		45		30		14	103		28		12		20		5		35		203
CENTRAL																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Office	307,500	0.10	331	7.4%	24	21.6%	71	14.4%	48	6.6%	22	165	13.4%	44	5.8%	19	9.7%	32	2.4%	8	16.7%	55	98.0%	324
Retail	6,100	2.00	131	7.4%	10	21.6%	28	14.4%	19	6.6%	9	66	13.4%	18	5.8%	8	9.7%	13	2.4%	3	16.7%	22	98.0%	129
Hotel	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			462		34		100		67		30	231		62		27		45		11		77		453
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			709		52		153		102		47	354		95		41		69		17		118		694

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHEAST:																								
Office	26,500	0.80	228	7.4%	17	21.6%	49	14.4%	33	6.6%	15	114	13.4%	31	5.8%	13	9.7%	22	2.4%	5	16.7%	38	98.0%	223
Retail	550	2.00	11	7.4%	1	21.6%	2	14.4%	2	6.6%	1	6	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	2	98.0%	11
Total			239		18		52		34		16	120		32		14		23		6		40		235
NORTHEAST																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Office	80,400	0.70	605	7.4%	45	21.6%	131	14.4%	87	6.6%	40	303	13.4%	81	5.8%	35	9.7%	59	2.4%	15	16.7%	101	98.0%	593
Retail	5,600	2.00	120	7.4%	9	21.6%	26	14.4%	17	6.6%	8	60	13.4%	16	5.8%	7	9.7%	12	2.4%	3	16.7%	20	98.0%	118
Total			726		54		157		104		48	363		97		42		70		17		121		711
CENTRAL																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
Office	307,500	0.70	2,315	7.4%	171	21.6%	500	14.4%	333	6.6%	153	1,157	13.4%	310	5.8%	134	9.7%	225	2.4%	55	16.7%	387	98.0%	2,268
Retail	6,100	2.00	131	7.4%	10	21.6%	28	14.4%	19	6.6%	9	66	13.4%	18	5.8%	8	9.7%	13	2.4%	3	16.7%	22	98.0%	129
Hotel	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			2,446		181		528		352		161	1,223		328		142		237		59		408		2,397
HYDE																								
Residential	0	0.15	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			3,411		252		737		491		225	1,708		457		198		331		82		570		3,342

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #2 - MIXED USE
Development Time-frame: FAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHWEST:																								
Office	23,100	0.10	25	7.4%	2	21.6%	5	14.4%	4	6.6%	2	12	13.4%	3	5.8%	1	9.7%	2	2.4%	1	16.7%	4	98.0%	24
NORTHEAST																								
Residential	2,105	0.25	526	6.6%	35	18.9%	99	16.0%	84	6.9%	36	255	11.7%	62	5.8%	31	8.1%	43	1.6%	8	22.1%	116	97.7%	514
Office	60,200	0.10	86	7.4%	6	21.6%	19	14.4%	12	6.6%	6	43	13.4%	12	5.8%	5	9.7%	8	2.4%	2	16.7%	14	98.0%	85
Retail	700	2.00	15	7.4%	1	21.6%	3	14.4%	2	6.6%	1	8	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	3	98.0%	15
Total			628		42		121		99		43	305		75		36		52		11		133		613
CENTRAL																								
Residential	2,050	0.25	513	6.6%	34	18.9%	97	16.0%	82	6.9%	35	248	11.7%	60	5.8%	30	8.1%	42	1.6%	8	22.1%	113	97.7%	501
Office	205,000	0.10	220	7.4%	16	21.6%	48	14.4%	32	6.6%	15	110	13.4%	30	5.8%	13	9.7%	21	2.4%	5	16.7%	37	98.0%	216
Retail	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	88
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Total			921		64		185		141		62	452		115		53		81		18		181		901
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			1,573		108		312		240		107	770		193		91		135		29		319		1,539

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHWEST:																								
Office	23,100	0.80	199	7.4%	15	21.6%	43	14.4%	29	6.6%	13	99	13.4%	27	5.8%	12	9.7%	19	2.4%	5	16.7%	33	98.0%	195
NORTHEAST																								
Residential	2,105	0.13	274	6.6%	18	18.9%	52	16.0%	44	6.9%	19	132	11.7%	32	5.8%	16	8.1%	22	1.6%	4	22.1%	60	97.7%	267
Office	60,200	0.70	604	7.4%	45	21.6%	130	14.4%	87	6.6%	40	302	13.4%	81	5.8%	35	9.7%	59	2.4%	14	16.7%	101	98.0%	592
Retail	700	2.00	15	7.4%	1	21.6%	3	14.4%	2	6.6%	1	8	13.4%	2	5.8%	1	9.7%	1	2.4%	0	16.7%	3	98.0%	15
Total			892		64		185		133		60	442		115		52		82		19		164		874
CENTRAL																								
Residential	2,050	0.13	267	6.6%	18	18.9%	50	16.0%	43	6.9%	18	129	11.7%	31	5.8%	15	8.1%	22	1.6%	4	22.1%	59	97.7%	260
Office	205,000	0.70	1,543	7.4%	114	21.6%	333	14.4%	222	6.6%	102	772	13.4%	207	5.8%	99	9.7%	150	2.4%	37	16.7%	258	98.0%	1,512
Retail	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Total			1,998		146		424		292		133	995		263		116		190		45		348		1,957
HYDE																								
Residential	0	0.00	0	6.6%	0	18.9%	0	16.0%	0	6.9%	0	0	11.7%	0	5.8%	0	8.1%	0	1.6%	0	22.1%	0	97.7%	0
GRAND TOTAL			3,089		224		653		493		205	1,536		405		179		291		70		545		3,025

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: B3 - RESIDENTIAL/OPEN SPACE
Development Time-frame: FAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHWEST:																								
Office	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																								
Residential	1,570	0.25	393	6.6%	26	18.9%	74	16.0%	63	6.9%	27	190	11.7%	46	5.8%	23	8.1%	32	1.6%	6	22.1%	87	97.7%	383
Office	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			393		26		74		63		27	190		46		23		32		6		87		383
CENTRAL																								
Residential	2,115	0.25	529	6.6%	35	18.9%	100	16.0%	85	6.9%	36	256	11.7%	62	5.8%	31	8.1%	43	1.6%	8	22.1%	117	97.7%	517
Office	47,000	0.10	51	7.4%	4	21.6%	11	14.4%	7	6.6%	3	25	13.4%	7	5.8%	3	9.7%	5	2.4%	1	16.7%	8	98.0%	50
Retail	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Hotel	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			600		40		115		95		41	291		71		35		50		10		129		586
HYDE																								
Residential	615	0.25	154	6.6%	10	18.9%	29	16.0%	25	6.9%	11	74	11.7%	18	5.8%	9	8.1%	12	1.6%	2	22.1%	34	97.7%	150
GRAND TOTAL			1,146		76		218		102		79	556		135		66		94		19		249		1,120

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals	
NORTHWEST:																								
Office	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
NORTHEAST																								
Residential	1,570	0.13	204	6.6%	13	18.9%	39	16.0%	33	6.9%	14	99	11.7%	24	5.8%	12	8.1%	17	1.6%	3	22.1%	45	97.7%	199
Office	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Retail	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			204		13		39		33		14	99		24		12		17		3		45		199
CENTRAL																								
Residential	2,115	0.13	275	6.6%	18	18.9%	52	16.0%	44	6.9%	19	133	11.7%	32	5.8%	16	8.1%	22	1.6%	4	22.1%	61	97.7%	269
Office	47,000	0.70	354	7.4%	26	21.6%	76	14.4%	51	6.6%	23	177	13.4%	47	5.8%	21	9.7%	34	2.4%	8	16.7%	59	98.0%	347
Retail	940	2.00	20	7.4%	1	21.6%	4	14.4%	3	6.6%	1	10	13.4%	3	5.8%	1	9.7%	2	2.4%	0	16.7%	3	98.0%	20
Hotel	0	0.00	0	7.4%	0	21.6%	0	14.4%	0	6.6%	0	0	13.4%	0	5.8%	0	9.7%	0	2.4%	0	16.7%	0	98.0%	0
Total			649		46		133		98		44	320		82		38		59		13		123		635
HYDE																								
Residential	615	0.13	80	6.6%	5	18.9%	15	16.0%	13	6.9%	6	39	11.7%	9	5.8%	5	8.1%	6	1.6%	1	22.1%	18	97.7%	78
GRAND TOTAL			933		65		186		149		63	458		116		54		82		18		166		913

BLACK CREEK CORRIDOR STUDY - PHASE II: TRANSPORTATION OVERVIEW
Development Scenario: #4 - COMBINED
Development Time-Frame: FAR TERM RATES/ULTIMATE
Design Period: PM PERIOD

INBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	FROM NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	FROM WEST: Eglinton %	Eglinton #	FROM EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	FROM SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHEAST:																								
Office	26,500	0.10	28	7.4%	2	21.6%	6	14.4%	4	6.6%	2	14	13.4%	4	5.8%	2	9.7%	3	2.4%	1	16.7%	5	98.0%	28
NORTHEAST																								
Residential	1,860	0.25	465	6.6%	31	18.9%	88	16.0%	74	6.9%	32	225	11.7%	54	5.8%	27	8.1%	38	1.6%	7	22.1%	103	97.7%	454
Office	56,000	0.10	60	7.4%	4	21.6%	13	14.4%	9	6.6%	4	30	13.4%	8	5.8%	3	9.7%	6	2.4%	1	16.7%	10	98.0%	59
Retail	14,000	2.00	301	7.4%	22	21.6%	65	14.4%	43	6.6%	20	151	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Total			826		57		166		126		56	406		103		48		73		16		163		808
CENTRAL																								
Residential	2,050	0.25	513	6.6%	34	18.9%	97	16.0%	82	6.9%	35	248	11.7%	60	5.8%	30	8.1%	42	1.6%	8	22.1%	113	97.7%	501
Office	205,000	0.10	220	7.4%	16	21.6%	48	14.4%	32	6.6%	15	110	13.4%	30	5.8%	13	9.7%	21	2.4%	5	16.7%	37	98.0%	216
Retail	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Total			921		64		185		141		62	452		115		53		81		18		181		901
HYDE																								
Residential	615	0.25	154	6.6%	10	18.9%	29	16.0%	25	6.9%	11	74	11.7%	18	5.8%	9	8.1%	12	1.6%	2	22.1%	34	97.7%	150
GRAND TOTAL			1,930		134		386		296		131	947		239		112		169		37		383		1,888

OUTBOUND TRIPS:

Development Sector / Land Use	Intensity	Trip Rate (per unit)	Vehicle Trips	TO NORTH: Trethewey %	Trethewey #	Black Creek %	Black Creek #	Keele %	Keele #	Weston %	Weston #	#	TO WEST: Eglinton %	Eglinton #	TO EAST: Rogers %	Rogers #	Eglinton %	Eglinton #	TO SOUTH: Alliance %	Alliance #	Weston/ Old Weston %	Weston/ Old Weston #	Check Totals %	Check Totals #
NORTHEAST:																								
Office	26,500	0.80	228	7.4%	17	21.6%	49	14.4%	33	6.6%	15	114	13.4%	31	5.8%	13	9.7%	22	2.4%	5	16.7%	38	98.0%	223
NORTHEAST																								
Residential	1,860	0.13	242	6.6%	16	18.9%	46	16.0%	39	6.9%	17	117	11.7%	28	5.8%	14	8.1%	20	1.6%	4	22.1%	53	97.7%	236
Office	56,000	0.70	422	7.4%	31	21.6%	91	14.4%	61	6.6%	28	211	13.4%	56	5.8%	24	9.7%	41	2.4%	10	16.7%	70	98.0%	413
Retail	14,000	2.00	301	7.4%	22	21.6%	65	14.4%	43	6.6%	20	151	13.4%	40	5.8%	17	9.7%	29	2.4%	7	16.7%	50	98.0%	295
Total			964		69		202		143		64	478		125		56		90		21		174		944
CENTRAL																								
Residential	2,050	0.13	267	6.6%	18	18.9%	50	16.0%	43	6.9%	18	129	11.7%	31	5.8%	15	8.1%	22	1.6%	4	22.1%	59	97.7%	260
Office	205,000	0.70	1,543	7.4%	114	21.6%	333	14.4%	222	6.6%	102	772	13.4%	207	5.8%	99	9.7%	150	2.4%	37	16.7%	258	98.0%	1,512
Retail	4,100	2.00	88	7.4%	7	21.6%	19	14.4%	13	6.6%	6	44	13.4%	12	5.8%	5	9.7%	9	2.4%	2	16.7%	15	98.0%	86
Hotel	250	0.40	100	7.4%	7	21.6%	22	14.4%	14	6.6%	7	50	13.4%	13	5.8%	6	9.7%	10	2.4%	2	16.7%	17	98.0%	98
Total			1,998		146		424		292		133	995		263		116		190		46		348		1,957
HYDE																								
Residential	615	0.13	80	6.6%	5	18.9%	15	16.0%	13	6.9%	6	39	11.7%	9	5.8%	5	8.1%	6	1.6%	1	22.1%	18	97.7%	78
GRAND TOTAL			3,270		237		690		480		218	1,626		428		190		308		74		578		3,203

APPENDIX B

DEVELOPMENT SCENARIOS

(DATA TABLES)

The 8 successive charts which follow reflects the detailed land and density assumptions for the defined potential development sectors for each of the four basic development scenarios. The first four charts are intended to reflect an "interim" time-frame, as discussed in Section 4 of the report; this coincides with the 15-20 year planning horizon we adopted in our Phase I analyses, particularly in reference to the market potential of the corridor area foreseen within that horizon. The final four charts reflect an "ultimate" perspectve, in relation to the same four distinct development options.

To the degree which is necessary in the circumstances of each scenario, we have distinguished between "sub-sectors" within a given potential development sector, as to either density or land use, or both. These sub-sectors are identified on Figure A and correspond to the reference areas shown in Appendix D herein.

With regard to the density assumptions inherent in the various development scenarios, we have adopted a density distribution approach for the "ultimate" time-frame as follows:

- Central Sector - medium-to-high
- Northeast Sector - medium-to-high
- Northwest Sector - low-to-medium
- Hyde Sector - low-to-medium

The corresponding density factors for each generic land use are as follows:

- residential - low .... 60 to 125 u.p.ha.
  - medium .... 125 to 200 u.p.ha.
  - high .... 200 to 250 u.p.ha.
- office - low .... 0.75 F.S.I.
  - medium .... 2.0 F.S.I.
  - high .... 4.0 F.S.I.
- retail - 2% of office space in Central Sector
  - 1% of office space in other Sectors (except for "Festival Centre")
- mixed-use:
  - low .... overall factor of 1.5 (residential up to 100 u.p.ha. OR commercial up to 0.75 F.S.I.)
  - medium .... overall factor of 3.0 F.S.I. (residential up to 170 u.p.ha. OR commercial up to 2.0 F.S.I.)

- high .... overall factor of 5.0 F.S.I.
  (residential up to 225 u.p.ha. OR
  commercial up to 4.0 F.S.I.)

For the purposes of balancing these theoretical "ultimate" density assumptions with the magnitude of potential development forseeable within our "interim" planning horizon, we have factored them down as much as practicable to be generally consistent with the thrust of the market findings in Phase I. However, there are instances where the constraints or other circumstances of a given site require a departure from that "interim" density rationale, and that has been reflected on the accompanying charts.

SCENARIO 1 - OFFICE/RETAIL
INTERIM

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4	- -	1.5/154,000	0.03/3,100	-	- -	RETAIL ASSUMED AT 2% OF OFFICE
NORTH-EAST (A1)	6.8 /16.8*	- -	0.5/ 28,000	0.1 /5,600	-	- -	SMALL "FESTIVAL CENTRE" ASSUMED
(A7-A8)	2.44/ 6.0	- -	0.5/ 12,200	- -	-	- -	DENSITY CONSTRAINED BY SCHOOL & EXT'G RES'L
(A3-A6)	4.8 /11.8	existing (780 units)	- -	- -	-	- -	NO CHANGE
NORTH-WEST (D2)	1.54/ 3.8)	- -	0.5/ 17,700	0.01 / 350	-	- -	OVERALL F.S.I. 0.5 RETAIL ASSUMED AT 2% OF OFFICE
(D3)	2.0 / 5.0)						
HYDE (B3-B6)	3.5 / 8.6	- -	- -	- -	-	existing	NO SIGNIFICANT CHANGE
TOTALS		existing (780 units)	211,900	9,050	-	existing	

* 1.2 HA./3 AC. of Coronation Park assumed to be required for civic park/open space - Densities calculated on balance

SCENARIO 2 - MIXED-USE
INTERIM

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4	100/1,025	1.0 /102,500	0.02/2,000	250	- -	ASSUMED OVERALL F.S.I. OF 2.0 RETAIL ASSUMED AT 2% OF OFFICE ASSUMED 50% / 50% COMM/ RESID. SPLIT
NORTH-EAST (A1)	6.8 /16.8	100/ 700	0.5 / 34,000	0.005/ 350	-	- -	OVERALL F.S.I. 1.5 (RETAIL 1% OF OFFICE)
(A7-A8)	2.44/ 6.0	100/ 245	0.5 / 12,200	- -	-	- -	ASSUMED OVERALL F.S.I. OF 1.5
(A3-A6)	4.8 /11.8	175/ 840	- -	- -	-	- -	EVENTUAL REDEV'T ASSUMED
NORTH-WEST (D2)	1.54/ 3.8	- -	0.75/ 11,600	- -	-	- -	OFFICE REDEV'T ONLY
(D3)	2.0 / 5.0	- -	- -	- -	-	existing (0.8/15,900)	NO CHANGE
HYDE (B3-B6)	3.5 / 8.6	- -	- -	- -	-	existing	NO SIGNIFICANT CHANGE
TOTALS		2,810	160,300	2,350	250	existing (15,900)	

SCENARIO 3 - RESIDENTIAL / OPEN SPACE
INTERIM

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4 *	175/1,650	0.5/47,000	0.01/940	-	- -	RETAIL ASSUMED AT 2% OF OFFICE "B2" ASSUMED TO BE OPEN SPACE
NORTH-EAST (A1)	6.8 /16.8 **	125/ 425	- -	- -	-	- -	PARTIAL REDEV'T ASSUMED
(A7-A8)	2.44/ 6.0	125/ 30	- -	- -	-	- -	"A7" ASSUMED TO REMAIN IN SCHOOL USAGE
(A3-A6)	4.8 /11.8	150/ 720	- -	- -	-	- -	EVENTUAL REDEV'T ASSUMED
NORTH-WEST (D2)	1.54/ 3.8	- -	- -	- -	-	existing (0.4/6,400)	NO CHANGE
(D3)	2.0 / 5.0	- -	- -	- -	-	existing (0.8/15,900)	NO CHANGE
HYDE (B3-B6)	3.5 / 8.6	175/ 615	- -	- -	-	- -	ASSUMED REDEV'T FOR AFFORDABLE/SOCIAL HOUSING
TOTALS		3,440	47,000	940	-	existing (22,300)	

* Site "B2" assumed to be used for park/open space purposes - Densities calculated on balance

** 50% (3.4 HA./8.4 AC.) of Coronation Park assumed to be maintained in civic park/open space - Densities calculated on balance

SCENARIO 4 - COMBINED (MIXED USE WITH FESTIVAL CENTRE)
INTERIM

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4	100/1,025	1.0/102,500	0.02/ 2,000	250	- -	ASSUMED OVERALL F.S.I. OF 2.0 RETAIL ASSUMED AT 2% OF OFFICE ASSUMED ASSUMED 50% / 50% COMM./RESID.SPLIT
NORTH-EAST (A1)	6.8 /16.8*	100/ 560	0.5 / 28,000	0.25/14,000	-	- -	OVERALL F.S.I. 1.75 (INCL.LARGE "FEST.CTR)
(A7-A8)	2.44/ 6.0	100/ 40	- -	- -	-	- -	"A7" ASSUMED TO REMAIN IN SCHOOL USAGE
(A3-A6)	4.8 /11.8	175/ 840	- -	- -	-	- -	EVENTUAL REDEV'T ASSUMED
NORTH-WEST (D2)	1.54/ 3.8)	- -	0.75/ 26,600	- -	-	- -	ASSUMED REDEV'T FOR MODEST OFFICE (NO RETAIL)
(D3)	2.0/ 5.0)						
HYDE (B3-B6)	3.5/ 8.6	175/ 615	- -	- -	-	- -	ASSUMED REDEV'T FOR AFFORDABLE/SOCIAL HOUSING
TOTALS		3,070	157,100	16,000	250	- -	

* 1.2 HA./3 AC. of Coronation Park assumed to be required for civic park/open space - Densities calculated on balance

SCENARIO 1 - OFFICE/RETAIL
ULTIMATE

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I. M²	HOTEL # ROOMS	INDUSTRIAL F.S.I. M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4	- -	3.0 /307,500	0.06/6,100	-	- -	RETAIL ASSUMED AT 2% OF OFFICE
NORTH-EAST (A1)	6.8/16.8*	- -	1.0 / 56,000	0.1/5,600	-	- -	SMALL "FESTIVAL CENTRE" ASSUMED
(A7-A8)	2.44/6.0	- -	1.0 / 24,400	- -	-	- -	DENSITY CONSTRAINED BY SCHOOL & EXT'G RES'L
(A3-A6)	4.8/11.8	existing (780 units)	- -				NO CHANGE
NORTH-WEST (D2)	1.54/3.8)	- -	0.75/26,500	0.015/530	-	- -	OVERALL F.S.I. 0.75 RETAIL ASSUMED AT 2% OF OFFICE
(D3)	2.0/5.0)						
HYDE (B3-B6)	3.5/8.6	- -	- -	- -	-	existing	NO SIGNIFICANT CHANGE
TOTALS		existing (780 units)	414,400	12,230	-	existing	

* 1.2 HA./3 AC. of Coronation Park assumed to be required for civic park/open space - Densities calculated on balance

SCENARIO 2 - MIXED USE
ULTIMATE

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4	200/2,050	2.0/205,000	0.04/4,100	250	- -	ASSUMED OVERALL F.S.I. OF 4.0 RETAIL ASSUMED AT 2% OF OFFICE ASSUMED 50% / 50% COMM/RESID.SPLIT
NORTH-EAST (A1)	6.8 /16.8	150/1,020	1.0/ 68,000	0.01/700	-	- -	OVERALL F.S.I. 2.5 (RETAIL 1% OF OFFICE)
(A7-A8)	2.44/6.0	100/245	0.5/12,200	- -	-	- -	ASSUMED OVERALL F.S.I. OF 1.5
(A3-A6)	4.8/11.8	175/840	- -	- -	-	- -	EVENTUAL REDEV'T ASSUMED
NORTH-WEST (D2)	1.54/3.8	- -	1.5/23,100	- -	-	- -	OFFICE REDEV'T ONLY
(D3)	2.0/5.0	- -	- -	- -	-	existing (0.8/15,900)	NO CHANGE
HYDE (B3-B6)	3.5/8.6	- -	- -	- -	-	existing	NO SIGNIFICANT CHANGE
TOTALS		4,155	308,300	4,800	250	existing (15,900)	

SCENARIO 3 - RESIDENTIAL/OPEN SPACE
ULTIMATE

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4*	225/2,115	0.5/47,000	0.01/940	-	- -	RETAIL ASSUMED AT 2% OF OFFICE "B2" ASSUMED TO BE OPEN SPACE
NORTH-EAST (A1)	6.8/16.8**	200/ 680	- -	- -	-	- -	PARTIAL REDEV'T ASSUMED
(A7-A8)	2.44/6.0	200/ 50	- -	- -	-	- -	"A7" ASSUMED TO REMAIN IN SCHOOL USAGE
(A3-A6)	4.8/11.8	175/ 840	- -	- -	-	- -	EVENTUAL REDEV'T ASSUMED
NORTH-WEST (D2)	1.54/3.8	- -	- -	- -	-	existing (0.4/ 6,400)	NO CHANGE
(D3)	2.0/5.0	- -	- -			existing (0.8/15,900)	NO CHANGE
HYDE (B3-B6)	3.5/8.6	175/ 615	- -	- -	-	- -	ASSUMED REDEV'T FOR AFFORDABLE/ SOCIAL HOUSING
TOTALS		4,300	47,000	940	-	existing (22,300)	

* Site "B2" assumed to be used for park/open space purposes - Densities calculated on balance

** 50% (3.4 HA./8.4 AC.) of Coronation Park assumed to be maintained in civic park/open space - Densities calculated on balance

SCENARIO 4 - COMBINED (MIXED USE WITH FESTIVAL CENTRE)
ULTIMATE

POTENTIAL DEVELOPMENT SECTOR	AREA HA./AC.	RESIDENTIAL U/HA. UNITS	OFFICE F.S.I./M²	RETAIL F.S.I./M²	HOTEL # ROOMS	INDUSTRIAL F.S.I./M²	REMARKS
CENTRAL (A2,B1,B2,C1,D1)	10.25/25.4	200/ 2,050	2.0 /205,000	0.04/ 4,100	250	- -	ASSUMED OVERALL F.S.I. OF 4.0 RETAIL ASSUMED AT 2% OF OFFICE ASSUMED 50% / 50% COMM./RESID.SPLIT
NORTH-EAST (A1)	6.8 /16.8*	175/ 980	1.0 / 56,000	0.25/14,000	-	- -	OVERALL F.S.I.3.0 (INCL.LARGE"FEST.CTR)
(A7-A8)	2.44/ 6.0	175/ 40	- -	- -	-	- -	"A7" ASSUMED TO REMAIN IN SCHOOL USAGE
(A3-A6)	4.8 /11.8	175/ 840	- -	- -	-	- -	EVENTUAL REDEV'T ASSUMED
NORTH-WEST (D2)	1.54/ 3.8)	- -	0.75/ 26,500	- -	-	- -	ASSUMED REDEV'T FOR MODEST OFFICE (NO RETAIL)
(D3)	2.0 / 5.0)						
HYDE (B3-B6)	3.5 / 8.6	175/ 615	- -	- -	-	- -	ASSUMED REDEV'T FOR AFFORDABLE/ SOCIAL HOUSING
TOTALS		4,525	287,500	18,100	250	- -	

* 1.2 HA./3 AC. of Coronation Park assumed to be required for civic park / open space - Densities calculated on balance

APPENDIX C

POPULATION & EMPLOYMENT

ESTIMATES

POPULATION & EMPLOYMENT ESTIMATES

For the purpose of illustrating comparative estimates of population and employment among the identified development options, appropriate factors have been applied to the development levels for the land uses in each scenario. The average factors assumed for these estimates are as follows:

- condominium apartments — 2 persons per unit
- low-rise rental apartments — 2.3 persons per unit
- office — 1 employee/300 ft² (G.F.A.)
- retail — 3.5 employees (full-time or equivalent) per 1,000 ft² (G.L.A.)
- industrial — 15-20 employees per acre
- hotel — 0.5 employee (full-time or equivalent) per room

The resulting population and employment estimates for the four scenarios, at both interim and ultimate stages, are as follows:

SCENARIO	STAGE	RESIDENTIAL	OFFICE	RETAIL	HOTEL	INDUSTRIAL
OFFICE/ RETAIL	INTERIM	1,800	7,570	305	-	150
	ULTIMATE	1,800	14,800	415	-	150
MIXED-USE	INTERIM	5,620	5,725	80	125	240
	ULTIMATE	8,310	11,010	160	125	240
RESID'L/ OPEN SPACE	INTERIM	6,880	1,680	30	-	300
	ULTIMATE	8,600	1,680	30	-	300
COMBINED (Mixed-Use with Festival Centre)	INTERIM	6,140	5,610	540	125	-
	ULTIMATE	9,050	10,270	615	125	-

APPENDIX D

"REFERENCE AREAS"

(PHASE I REPORT)

As noted in Section 4 of this report, we have defined "sub-sectors", as required in the circumstances of a particular development scenario, to coincide with the site "reference" areas" used in our Phase I report. For ease of reference, we have reproduced (herein) "Figure C" from that earlier report, which identifies all of the "site-specific" reference areas referred to in that document.

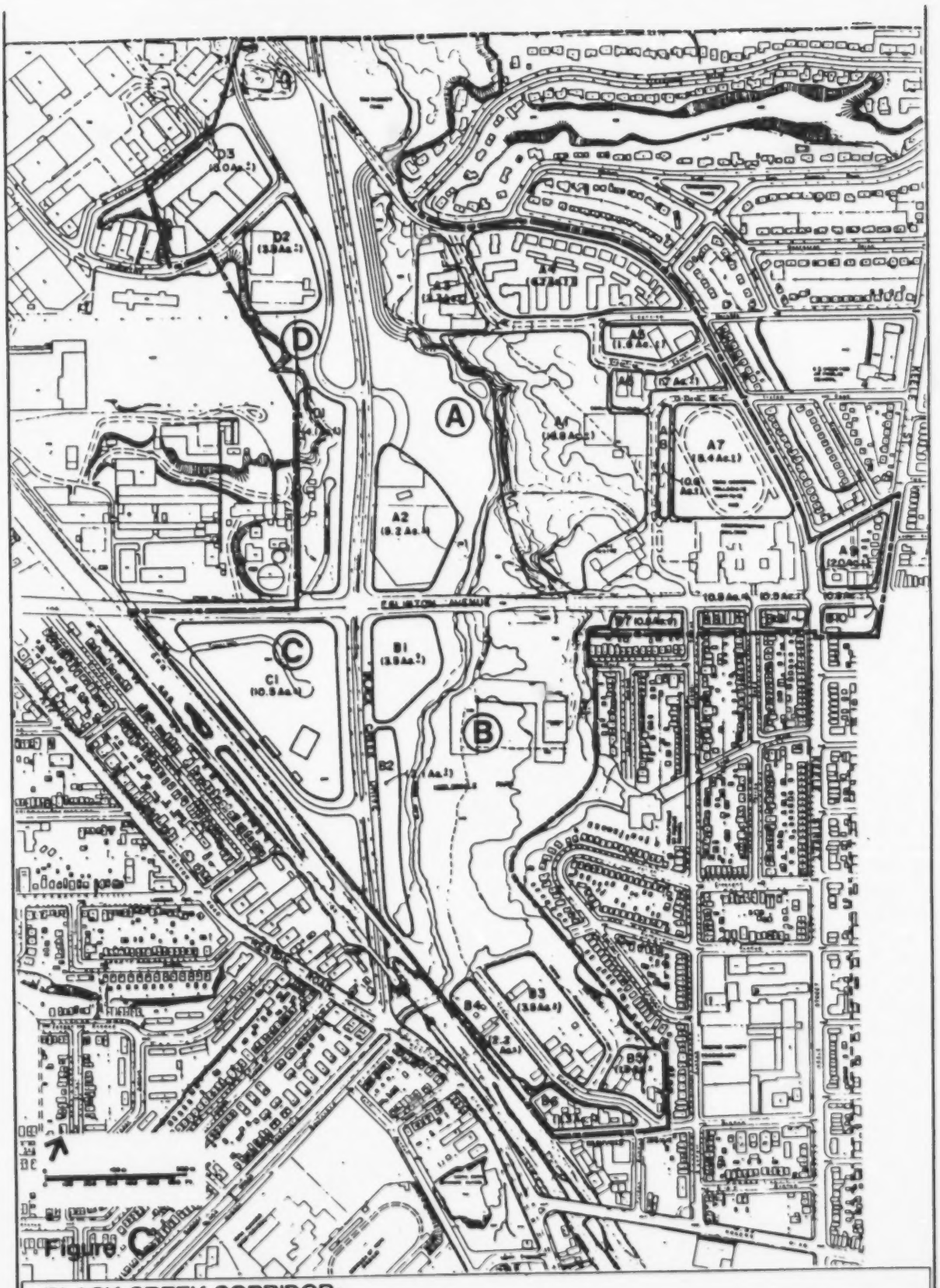

Figure C

BLACK CREEK CORRIDOR
FEASIBILITY STUDY
CITY OF YORK

REFERENCE AREAS

APPENDIX E

FESTIVAL CENTRES

FESTIVAL CENTRES

The idea of introducing a "festival centre" into the Corridor, focussed on a "town square" in Coronation Park, was first raised in our Phase I report.

A "festival centre" is an unconventional, specialized type of retail/service commercial area which is not anchored by the usual supermarket or department store. Rather, the main attraction is the "public market" ambience of the centre, which relates to both design and the draw of speciality stores and restaurants.

The market component of our Phase I report described in some detail the components which might be forseen for a festival centre in York, built around a civic square. That discussion is repeated below, for ease of reference.

- *A square could form a gathering point for the citizens of the City of York adjacent to their City Hall.*

  Currently, the City lacks a central, clearly-identifiable symbolic focus for the community, or a statue, or a band stand, while the edges of the square could have weather protection with colonades or arcades. Such a design should appeal to the citizens of York as over half of them come from non-Canadian cultures where the town square is at the focus of a pedestrian-oriented, urban life.

- *Restaurants, and specialty stores and services could form the edge of such a square (under the weather protection). The tables of the restaurants would spill out onto the square during the warmer months.*

  Unlike the central squares of the cities of Mississauga, Toronto and Scarborough, for example, which have no ancillary commercial functions (and consequently are relatively "dead" areas much of the time), the integration of commerce around a City of York square would animate the area during both the day and the evening, and during the week-day as well as on the weekend. The commerce would help to create a functioning "people place", a viable community as well as a commercial focus.

  Whereas the successful suburban downtowns analyzed in Chapter One have as an important component a regional shopping facility, the City of York could improve upon their design by having a different form of regional commercial attraction, one that was also open (under current legislation) on Sundays. The suburban downtowns of Mississauga and Scarborough, for instance, derive great strength from their regional retailing, but their public areas are weak (partially because the developer does not

wish to detract from the retail mall). The Central area of York, which is not dominated by one developer, could provide a more dynamic interaction between public and private spaces.

A distinctive and entertaining environment around a civic square could give a marketing edge for the attraction of other commercial, industrial and residential activities to the Black Creek Corridor.

In Clayton Research Associates' opinion, a well designed, functional civic square could also attract consumers from other municipalities. A relatively accessible metropolitan location, like the Black Creek Corridor, can function effectively as a retail and commercial focus for a large area. An example is the mix of stores and services along northern Avenue Road just to the south of Highway 401, which appeals to a wide metropolitan market due to its good accessibility.

- *A pedestrian bridge linking the square to the office and mixed-use developments on the parcels around the Eglinton Avenue West and Black Creek Drive intersection could help to integrate all the Black Creek Development into a coherent civic focus as well as attracting lunch-time trade from the employees there (a pedestrian bridge would create a short walk between the office towers and the square). The parking structures on the parcels around the intersection could be used after office hours by consumers from outside the City of York (since office use does not conflict with peak retail and leisure use).*

In Clayton Research Associates' opinion, a York civic square/festival centre that was "a people place", with a retail mix that was different from (1) the convenience-oriented retailing along Eglinton Avenue West and (2) the uses found in malls anchored by department stores and supermarkets, should be a market success and should not directly compete with the type of retailing currently found along Eglinton Avenue West nor in the malls (both existing and proposed) within the City of York.

The type of "festival centre" envisaged, focussed around the square, would be a mid-to-down-market version of the immensely popular Quincy Market near the centre of the City of Boston. It would be somewhat down-market due to the lower income structure of the City of York. It should be popular as (1) most York inhabitants derive from cultures that focus community life on urban squares, (2) it would be distinctive from the retail and service commercial structure of, at least, the western portion of the Toronto area, and (3) a "European style" square should be a "themed attraction" to consumers from other municipalities and, to a certain extent, a "destination event" for tourists.

It should be noted that it is the view of Clayton Research Associates that the civic square/festival centre concept should be "tested" in terms of both market and impact before it is actually developed.

The size of such facilities can vary considerably, depending, of course, on the mix of uses, the nature and strength of the target market, the particular setting and so on. Some existing centres in the United States have approached 400,000 ft.^{2}, but 100,000 to 200,000 ft.^{2} has been a more typical size.

In summary, there appears to be a golden opportunity for this type of vibrant "public focus" to play a significant role in achieving the sort of multi-functional civic/corporate centre sought for Black Creek Corridor.